

The Morning Journal

AND COMMERCIAL GAZETTE.

No. 30.—Vol. II.]

LONDON: SATURDAY, MARCH 19, 1836.

[PRICE 7D.]

ON SALE, at the Office of CHARLES MANN, Stock and Share Broker, 7, Old Broad-street:—
SHARES in several of the best Mining Companies of Cornwall that are now dividing profits.
SHARES in the Iron Railways, Gas, Fire, and Life Insurance Companies, &c.
Likewise STOCKS and SHARES of the UNITED STATES, paying large and safe dividends.

FOR SALE, a FEW SHARES in the following favourite and well-conducted MINES, the buyers of which will hold them without any responsibility as partners.
TINCROFT £ 7 per Share.
EAST WHEAL STRAWBERRY .. 10 ..
TAMAR 20 ..
Likewise a few RELISTIAN 4 ..
Apply to Mr. CHARLES MANN, Stock and Share Broker, Stock Exchange; or 7, Old Broad-street.

SHARES IN MINES.—For Sale, by Private Contract, the under-mentioned VALUABLE SHARES, viz.
1-64 in Wheal Jewel.
1-96 in Tresavan.
2-128 in Wheal Kitty.
2-128 in East Pool.
1-96 in Marazion Mines.
1-100 in Wheal Seton.
1-64 in Wheal Providence.
1-116 in Penzance.
30-1500 in Treleigh Consols.
25-6000 in Wheal Gilbert.
4-64 in Wheal Harryot.
1-64 in South Wheal Bassett.
For particulars, apply (if by letter, post paid) to Wm. Treney, Jun., Mine Broker, from Redruth, Cornwall, at Innis's, Queen's Arms, Cheap-side, London, March 18, 1836.

CORNWALL UNITED MINING ASSOCIATION.—Immediate applications for the remaining FORFEITED SHARES (post paid) may be made to Messrs. J. and H. Hore, No. 13, Copthall-court, Throgmorton-street.

BOLIVAR MINING ASSOCIATION.—NOTICE IS HEREBY GIVEN, that a GENERAL MEETING of the PROPRIETORS of the BOLIVAR MINING ASSOCIATION will be held on THURSDAY, the 31st day of March inst., at One o'clock in the afternoon precisely, at the Office of the Association, No. 9, Austin Friars, in the City of London.
Dated this 14th day of March, 1836. ALEX. ALLEN, Secretary.

COLOMBIAN MINING ASSOCIATION.—NOTICE IS HEREBY GIVEN, that a Special General Meeting of the Proprietors of this Association will be held at the office of the Association, on Thursday, the 7th day of April next, at one o'clock precisely, to consider and approve of a resolution to be submitted to the Proprietors, to alter the time for holding the General Annual Meeting, as provided by the Deed of Settlement; and likewise to empower the Directors to call half-yearly General Meetings to declare dividends.
5, Freeman's Court, Cornhill, JOHN CHAPMAN, Secretary, March 17th, 1836.

CORNWALL GREAT UNITED MINES.—NOTICE IS HEREBY GIVEN, that the DIVIDEND of THREE PER CENT. on the FIRST CALL, announced for the 20th of April next, may be received at the office of the Company, on presentation of the Scrip Certificates, on that day and every following Wednesday, between the hours of 12 and 2. Country holders are requested to present their Scrip Certificates to the local agents of the Company, to whom the dividend will be remitted according to arrangements made.
37, Old Broad-street, March 17. T. V. WILLIAMS, Sec.

TREGOLLAN MINING COMPANY.
Capital £20,000.
In 4,000 Shares of £5 each.—Deposit £1 per Share.
WHEAL CHANGE MINE.
DIRECTORS—
William Russell, Esq., Francis Rockiff, Esq.
This company is formed for the purpose of working that valuable mine known by the name of "WHEAL CHANGE," situated in the estate of Tregollan, near Bodmin, in the county of Cornwall.

WHEAL WEST HOVE LEAD AND SILVER MINES.
In the parish of Golithock, near Callington, Cornwall. A Company is formed to work these valuable Mines, with a Capital of £17,500, in 3,500 shares of £5 each; deposit £1 per share.
1,500 shares are engaged by parties resident in the neighbourhood of the Mines, and other friends to the undertaking; the remaining 2,000 will be appropriated as early as possible after the 31st of March. Until which day applications may be addressed to Charles Toppis, Esq., Managing Director, Office for British and Foreign Patents, 27, Poultry; or to J. Hicott, Esq., Pursuer to the Mines, Exchange, Plymouth, up to the 29th inst., from either of whom prospectuses may be obtained. Letters to be post paid.

REDRUTH UNITED TIN AND COPPER MINING ASSOCIATION.
The Scrip-holders are hereby reminded, that the THIRD INSTALMENT of TEN SHILLINGS per Share must be paid into the Bankers of the Association, Messrs. Spooners, Attwoods, and Co., on or before the 1st of April next; such Shares which shall then remain unpaid will become liable to forfeiture.
W. MILLS MIDWINTER, Secretary.
21, Lombard-street Chambers, March 11, 1836.

NORTH CONSOLIDATED COPPER MINING COMPANY.
The Directors hereby give notice, that the THIRD INSTALMENT of ONE POUND per Share is FURTHER postponed until the 10th of next month; and that the same must be paid into the Company's Bankers, Messrs. Barclay, Bevan, Tritton, and Co., within thirty days from that period.
The Fourth and Fifth Instalments of One Pound per Share each, remain as at present fixed by their advertisement of the 27th ult.
W. MILLS MIDWINTER, Secretary.
18, Lombard-street Chambers, March 17, 1836.

ST. JOHN DEL REY MINING COMPANY.—NOTICE IS HEREBY GIVEN, that the Directors have made a CALL of TEN SHILLINGS per Share on the Shares in this Company, and that the same is to be paid on the 19th day of March next, to Messrs. Barclay, Bevan, Tritton, and Co., on account of the Directors.
It is provided for in the prospectus, "that in the event of those payments not being made within fifteen days after the same shall become due, the Directors shall, at the first convenient opportunity, sell the shares so in default, and hold the proceeds thereof, after deducting the amount of the instalment due thereon (and interest at the rate of five per cent. per annum,) at the disposal of the proprietors thereof."
Tokens-house-yard, Lothbury, March 17.
N.B.—The Bankers' Receipt is to be brought to this office, with the certificate of the Shares, to be endorsed thereon.

WEST INDIA AGRICULTURAL COMPANY.
Capital, £500,000, in 10,000 Shares of £50 each. Deposit £2 per share.
The Right Hon. the Earl of Mountstuart, William Alexander Mackinnon, Esq. M.P., William Archibald Campbell, Esq.
BANKERS—Messrs. Glyn, Hallifax, Mills and Co., 8, Lombard-street.
SOLICITORS—B. Lumley, Esq., 6, Quality-court, Chancery-lane.
Detailed estimates and prospectuses have been prepared for the information of the public, and may be obtained from the Solicitor, and at the Office of the Company, 17, Ironmonger-lane, Cheap-side.

SOUTH DURHAM RAILWAY.—The Directors of the South Durham Railway Company have the satisfaction of announcing to the Subscribers, and they think it their duty to do so, that an extremely advantageous arrangement has been made with a most influential party, which will have the effect of materially increasing the prosperity of this undertaking. With respect to the general opinion of the country on this subject, it is only necessary to observe, that every landowner and occupier will be greatly benefited, and that out of a line of country upwards of eighteen miles in length, there are only eight dissentients to the undertaking, which comprises upwards of 200 directly interested persons. The Directors have also the satisfaction to announce to the Subscribers, that the Bill has passed its second reading without any opposition, and will go through its future stages with the least possible delay and legitimate objection to any bill now before the House of Commons.
11, Mark-lane, March 12, 1836.

MINING JOURNAL

AND COMMERCIAL GAZETTE.
EDITED BY HENRY ENGLISH, Esq., F.G.S.
A Weekly Newspaper, published every Saturday, price Sevenpence.
This Journal is the only one exclusively devoted to Geology, Mineralogy, and Metallurgy, combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c.—To be had of all newsvenders in town and country.
MINING REVIEW.—The next number will appear on or about the 1st of April. Communications should be forwarded before the 20th inst.
Office, 12, Gough-square, Fleet-street.

On the 1st of March was published, Part V. (containing upwards of Seventy Engravings), price 2s., of
THE ENGINEERS' and MECHANICS' ENCYCLOPEDIA,
comprehending Practical Illustrations of the Machinery and Processes employed in every description of Manufacture of the British Empire. With nearly Two Thousand Engravings. By LEWIS REEVE, Civil Engineer; Editor of the "History and Progress of the Steam-Engine, Register of Arts, and Journal of Patent Inventions, &c."
To be completed in Sixteen Monthly Parts, price 2s. each, forming Two thick Octavo Volumes, beautifully and closely printed, with a type cast on purpose for this work. The Engravings on Wood (about 2000) will be interspersed with the descriptive Letter-press.
London: THOMAS KELLY, 17, Paternoster-row; sold by Simpkin, Marshall, and Co., and all other booksellers.

DUNSTANVILLE MEMORIAL.—TENDERS.
NOTICE IS HEREBY GIVEN, that the Committee will receive, on or about the 18th of April next, TENDERS for the erection of the Memorial on Carnarvon. The plans and specifications may be inspected at the Royal Institution, between the hours of Nine and Five o'clock, on and after Monday, the 20th instant. The tenders must be delivered, sealed, to the Chairman of the Committee, at their meeting, on or about the 18th of April next, by the party tendering, or by some person on their behalf.
Ample security will be required from the Contractor, agreeably to the terms of the specification; and all persons will be considered bound by the terms of their Tenders for fourteen days. The Committee will not consider themselves bound to accept the lowest Tender. W. M. TREWEDY, Secretary.
Turo, March 18.

HUNGERFORD AND LAMBETH SUSPENSION FOOT BRIDGE.
NOTICE.—Monday, the 21st inst., is the last day for receiving applications for shares in the above undertaking; until that period apply to the Bankers, Messrs. Wright and Co., and Messrs. Veres, Sage, & Co.; to the Solicitors, Messrs. Few, Hamilton, and Few; and to the Secretary to the Company, at No. 9, Villiers-street, Hungerford Market, London, March 18, 1836.

SOUTHEAST RAILWAY, in continuation of the Blackwall Railway. Capital £250,000. Shares £50 each. Deposit of £2 10s. per Share.
DIRECTORS—
Charles Blanden, Esq., Thomas Powell, Esq.
James G. Gordon, Esq., John Scratton, Esq.
Charles Lyon, Esq., Warwick Weston, Esq.
T. Charles Orr, Esq.
With power to add to their number.
Conjunct Directors to be hereafter named.
Bankers—Messrs. Ladbroke, Kingwood, and Co.; Messrs. Sparrow and Co., Chelmsford.
Counsel—Charles Barrett Lennard, Esq., Engineer—George Kennett, Esq., Solicitor—Thomas Brown, Esq.

OXFORD AND GREAT WESTERN UNION RAILWAY.
At a Meeting of the Inhabitants of the city of Oxford and neighbourhood, convened by the Mayor, to consider and determine upon the expediency of forming a BRANCH RAILWAY from this city, passing as near to Abingdon as practicable, and joining the Great Western Railway.
WILLIAM HENRY BUTLER, Esq., Mayor, in the Chair;
the following resolutions were unanimously agreed to:—
That this Meeting is strongly impressed with the importance of procuring a direct communication by Railway from Oxford to London, by means of which the trading and general interests of this city and neighbourhood would be materially benefited.
That this object would be best effected by a Branch Railway from this city, to pass as near to Abingdon as practicable, and to join the Great Western Railway.
That it is expedient a Provisional Committee should be formed, with power to adopt such measures as they shall think most desirable to attain the object proposed.
That the following gentlemen be requested to act on such committee, of whom five shall be a quorum, with a power to add to their numbers.
George Granville Harcourt, Esq. M.P., Mr. Henry Slatter,
The Lord Norton, M.P., Mr. George Devonport,
William H. Butler, Esq. Mayor, Mr. William Thorne,
Charles Eyston, Esq., Mr. Samuel Young Griffiths,
Mr. Alderman Sadler, Thomas Thornhill Morland, Esq.,
Mr. William Dry, Mr. Edwards,
Mr. Andrew Bridgewater, Mr. Law, sen.
Mr. Deodat Eaton, Mr. Thomas Freedy.

ATLAS ASSURANCE COMPANY.—Established in 1808.
President—Sir Christopher Daynes, Bart.
DIRECTORS—
Sir Thomas Turton, Bart., Chairman.
J. D. Home, Esq., Deputy Chairman.
The Hon. Sir Courtenay Boyle, Kwanuel Pacifico, M.D.
John Arick, Esq., W. W. Prescott, Esq.
John Oliver Hanson, Esq., Joseph Fuller, Esq.
William Laforest, Esq., John Peter Rasch, Esq.
Moses Mocatta, Esq., John Woolley, Esq.
The Directors hereby give notice, that the business of the office will be resumed at the Company's new house, in Cheap-side, on Monday, the 21st inst.
LIFE DEPARTMENT.
Persons assured for the whole term of life in Great Britain or Ireland respectively will have an addition made to their policies every seventh year, or an equivalent reduction to be made in the future payments of premium, at the option of the assured. The following table shows the total additions made to policies for £1,000, effected in London, or through an agent in Great Britain, which had been in force for the fourteen years ending 1830.

Age at commencement.	Total amount of premium paid in the fourteen years.	Amount that has been added to the sum assured, payable at the parties' death.
30	£ 573 18 4	£ 214
40	475 8 4	278
50	634 13 4	340
60	891 6 8	440

The next valuation will be made at Christmas, 1837, and policies effected before that date will participate in proportion to the time they may then have been in force.
FIRE DEPARTMENT.
In addition to the benefit of the late reduction in the rates of premiums, this Company offers to assure the advantage of an allowance for the loss of rent of buildings rendered untenable by fire.
Policies falling due at Lady-day should be renewed within fifteen days from that period.
HENRY DESBOROUGH, Secretary.
10, Coleman-street, London, March 18.

NEGRO FREEDOM.—At a MEETING of the COMMITTEE of the BRITISH and FOREIGN SOCIETY for the UNIVERSAL ABOLITION of SLAVERY and the SLAVE TRADE, held the 9th day of March, 1836, at No. 18, Aldermanbury.
It was unanimously resolved,—"That it is the deliberate judgment of this Society, that the Negroes in the Mauritius who have heretofore been called slaves, and are now distinguished as Apprentices, are absolutely entitled to their unqualified freedom, and ought to have their title forthwith recognised and fully protected by the British Parliament; inasmuch as it appears by indisputable evidence that five-sixths of them have been feloniously imported, and all traces of identifying the remaining one-sixth purposely obliterated with the view of screening the nefarious trade.
Mr. Buxton having given notice of moving for a Committee of Inquiry into the general question of the Apprenticeship, and another Honourable Member having undertaken, in the name of Mr. Buxton, to bring the Mauritius case under the special notice of the House.
Resolved,—"That with a view to secure the attendance of Members in support of both these important questions, the correspondents of the Anti-slavery Society be earnestly entreated to recall to the recollection of their Representatives the strong assurances which they have given of their constancy and zeal in the Anti-slavery cause, and to remind them that the support of their constituents was chiefly to be ascribed to these assurances.
Resolved,—"That these Resolutions be published three times in the daily papers, and twice in such weekly papers as have proved themselves favourable to the Anti-slavery cause."
GEORGE STEPHEN, Chairman.

SCHAUFFELN'S PATENT HOT-AIR FURNACE FEEDER.
By the use of this apparatus, the principle of feeding fires with hot air (hitherto confined to blast-furnaces only), is now extended to all enclosed fire-places, without any aid of mechanical power; the temperature of the feeding-air being raised by absorbing a portion of the waste heat which usually escapes through the chimney; a SAVING OF FUEL is thus effected of 20 to 25 per cent. The apparatus is most simple in its construction, not liable to damage or derangement—erected at a small expense, and its operation is not subject to any attendant disadvantage whatever. It is applicable to the Boiler Fires of all Steam Engines, the Furnaces of Breweries, Distilleries, Water-works, Gas-works, Refiners, Potteries, Brick-kilns, Glass-houses, and, generally, to all kinds of enclosed Fires. A model may be seen at the Gallery of Practical Science, in Adelaide-street, Strand; and an Apparatus, in daily operation, inspected (by permission of the Proprietors) at the College Wharf Saw-Mills, Belvidere-road, Lambeth. Many of these Apparatus have been erected during the last three years on the Continent—are now in full operation, and testimonials of their efficacy are adduced.
A descriptive Treatise on this System may be had, by applying to Mr. J. H. Pinence, 8, New Basinghall-street, to whom all applications for licenses under this patent are to be addressed.

THE THAMES TUNNEL, opposite the end of Old Gravel-lane, Wapping, but on the Surrey side of the River, near Rotherhithe Church. THE WORKS ARE NOW IN PROGRESS.
NOTICE IS HEREBY GIVEN, that the Public may view the Tunnel every day (Sundays excepted) from Nine in the morning until dusk, upon payment of One Shilling for each person. The Archway is brilliantly lighted with oil-gas, and the Eastern Arch is now open to the inspection of visitors, in addition to the Western one. The work, which extends upwards of 600 feet under the bed of the River, is perfectly dry, and the descent by a safe and easy staircase.
By Order, J. CHARLIER, Clerk of the Company.
N.B.—There are conveyances to and from the Tunnel, by an Omnibus, every half-hour from Gracechurch-street, and three times daily from Charing Cross, and the Green Man and Still, Oxford-street; also by the Greenwich and Woolwich Steam Boats, from Hungerford Market, Queenhithe, and Fresh Wharf, at 9, 11, 2, and 4 o'clock.
Walkbrook-buildings, Walkbrook, March 17, 1836.

LONDON, SALISBURY, EXETER, AND FALMOUTH RAILWAY COMPANY.
At a Meeting held in the month of December, 1835, and continued, by a series of adjournments, at Exeter, and in London, until the 15th day of March, 1836, the survey and a report upon a line of Railway to connect the cities of London, Salisbury, and Exeter, and the towns of Plymouth, Devonport, and Falmouth, embracing the principal towns on the route, having been taken into consideration, and the numerous details presented for examination connected with the population, the Agriculture, the Mining, the Commercial, and the trading interests of the districts affected by the proposed lines of road, having been minutely investigated.
It was unanimously resolved, That the construction of a Railway to unite with the London and Southampton Railway, at or near Basingstoke, in the county of Hants, passing by or through the towns of Overton, Whitechurch, Andover, and the City of Salisbury, the towns of Wilton, Shaftesbury, Stalbridge, Milborne Port, Sherborne, Yeovil, Ilminster, and Honiton, to and terminating at or in the city of Exeter, and continued from thence through the towns of Plymouth, Devonport, and the port of Falmouth, with a Branch from the city of Exeter to Barnstaple and Ilfracombe, would be a work of great public utility, would be highly beneficial to the Agricultural, Mining, Commercial, and Trading interests of the communities affected by its establishment, and would yield an ample return on the capital required to be embarked.
That to carry out the object and promote the undertaking, a Company be established, to be designated the LONDON, SALISBURY, EXETER, and FALMOUTH RAILWAY COMPANY, with a Capital of £2,500,000, divided into Shares of £25 each, of which Shares a Deposit of £1 be required to be paid, to the credit of the Provisional Committee, into the hands of the Bankers of the Company at the time of subscribing.
That the Subscribers shall not be responsible beyond the amount of their respective deposits on their subscriptions to the capital stock of the Company, should an act or acts not be obtained to authorise the formation of the line; and if an act or acts be obtained, not beyond the amount of their respective shares.
That the deposits shall be available to the preliminary, parliamentary, and other expenses.

That George Landman, Esq. be the engineer to the Company, and Mr. Charles Dean, of Exeter, with competent assistants, the surveyor of the line.
That application for shares in the capital stock of the Company be received by Messrs. Spooner, Attwood, and Co., and Messrs. Bouverie, Norman, and Murdoch, bankers, London; by Sir Robert Sydney, H. Palace-yard, and Mr. George Stephens, 20, Basinghall-street, the Solicitors of the Company; Messrs. Buzier and Gillis, 44, Parliament-street, the Parliamentary agents to the Company; at the temporary office of the Company, 12, Pancras-lane, Chancery-lane, London; by Messrs. Spence and Co., bankers, Exeter; W. H. Furlong, Esq., Solicitor, Exeter; H. B. Furlong, Esq., the Secretary to the Exeter Committee, at the office of the Company, 1, Castle-street, Exeter; Messrs. Brodie and Co., bankers; by the Wills and Dorset Banking Company; William Houseman, Esq., solicitor, Salisbury; Messrs. Brodie, King, and Co., Shaftesbury; and by the respective branches of the Wills and Dorset Banking Company at Blandford, Dorchester, Warminster, Poole, Wimborne, and Frome.
The promoters of, and the Provisional Committee of Management for, this undertaking, have obtained from publishing the measure, or seeking the public approbation and support of the line of Railway proposed to be constructed, until the result of a survey, and an examination of the several routes intended to be taken, had been brought under consideration, and had undergone the investigation which can alone secure public support and a legislative sanction.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON and VICTORIA HARBOUR.
An undertaking proceeding under the august auspices of
VIC-PATRON—H. R. H. the Duke of SUSSEX, K.G., P.R.S.
PATRONESSES—H. R. H. the Duchess of KENT. H. R. H. the Princess VICTORIA.
And the following Friends and Promoters thereof:—
The Right Hon. Admiral Lord de Saumarez, G.C.B., the Right Hon. Lord Bolls, Right Hon. Major-Gen. Sir H. Hardinge, Vice-Admiral Sir E. Codrington, M.P., M.P., G.C.B.
G.C.B.
Sir William Molesworth, Bart., M.P., John Hanthorpe, Esq., M.P., F.R.S.
Sir Charles Lemon, Bart., M.P., George Fred. Young, Esq., M.P., F.R.S.
Sir William L. S. Trevelyan, Bart., M.P., Capt. James Clark Ross, M.P., F.R.S.
E. W. W. Pendarves, Esq., M.P., Captain J. W. Mauley, F.R.S.
Capt. Sir John Ross, K.N., C.B., K.S.A., The Rev. W. Staresby, F.R.S.
William Beetham, Esq., F.R.S., The Rev. John Glanville,
Thomas Grant, Esq., Dep. V. Adm., Richard Cook, Esq.,
John Wilks, Esq., M.P., Richard Penwarden, Esq.,
Robert Williams, Esq., M.P., Thomas Pearce, Esq.
Capital—£165,000, in 6,600 Shares of £25 each.
(Of which nearly one-third is engaged.)
TRUSTEES—John Hanthorpe, Esq., M.P., Robert Williams, Esq., M.P.
BANKERS—Messrs. Williams & Co., London; Messrs. Husband & Co., Devonport; Messrs. Rolins & Co., East Cornwall Bank, Launceston.
ENGINEERS—Messrs. Roger Hopkins and Sons, Plymouth.
CONSULTING ENGINEERS—Sir John Rennie, F.R.S., and Geo. Rennie, Esq., F.R.S.
SOLICITORS—Henry Tomlinson, Esq., 6, Fynival's Inn, London;
Messrs. Gurney and Co., 11, Cornhill, London.
The Secretary—George Rowe, Esq., Office, 5, Copthall-buildings, London.

The objects of this undertaking, so highly recommended to the public, are, to construct a safe and commodious Harbour, at Tremoula, in the Bristol Channel, on the north-west coast of Cornwall, to which vessels might run at all times of the tide; and in connection with the Harbour to form a Railway from thence, and form a proposed Town, to be called Victoria, to Launceston.
There is now no safe Harbour, accessible at all times of the tide, or which can be entered at less than half-flood, on the dangerous coast between Lifecombe and the Land's-end. The number of lives and amount of property lost every year by want of such an accommodation is so great, that, from official returns which have been obtained, it appears that not less than twenty-three vessels were wrecked in one year; and in many of them all hands perished. It is, therefore, an object of the highest national importance that some measures should be devised for the prevention of such enormous sacrifices. Various places have, with this view, been pointed out for the construction of a Breakwater and Harbour; but on an examination of the coast, it appears that no place is so favourably situated, or abounded with so many advantages, as the one now proposed for public adoption, namely, Tremoula Haven, in the parish of St. Gerons.
The present undertaking is sanctioned and recommended by many eminent naval officers and scientific men, and the Lords Commissioners of the Admiralty, and Elder Brethren of the Trinity House, have been pleased to express themselves ready to afford every facility to the undertaking, and that may be conducive to its success.

Distinctly from the success of the Company the Town of Victoria will be built by private individuals, in the immediate vicinity of the proposed Harbour, so as to afford ample accommodation to the increased population which may be expected to congregate to the spot. Already the sites of upwards of 100 houses have been marked out with that view, and in the expectation, from the many and great local advantages it possesses, of its soon becoming to hundreds a fashionable place of resort.
To extend the value of the Harbour, and diffuse its benefits into the interior of the country, it is proposed to construct a Railway to Launceston with the proposed Town and Harbour. Plans and Estimates have been prepared by the Engineers, and the necessary Documents deposited with the Clerk of the Peace for the county, in compliance with the Standing Orders of Parliament. The other requisite preliminaries have been completed with, and a Petition presented, for leave to apply for an Act in the present Session of Parliament to sanction and authorise the undertaking, so that the Bill may be read a first time before the 20th of the present month of March, provided Subscribers, in the mean time, come liberally forward.
Plans and Prospectuses are now published, and may be obtained of the Engineers, Solicitors, or Secretary, from which it will be seen, by calculations made from the most correct data which could be obtained, that a net revenue of more than 10 per cent. may fairly be expected on the proposed capital, even with reference to the present population and state of the country, and which will no doubt progressively increase.
GEORGE ROWE, Secretary.
Office, 5, Copthall-buildings, London, March 18, 1836.

At a Meeting of the COAL and IRON-MASTERS, held at the Hotel, Dudley, on Friday, February 12, to take into consideration a proposed NEW LINE OF CANAL FROM BIRMINGHAM TO LONDON.

MICHAEL GRAZEBROOK, Esq. in the Chair. Mr. DEBDALE HOUGHTON attended, and laid before the meeting a Plan of a Line of Canal proposed to be made between the Stratford-on-Avon Canal and the Regent's Canal at London; and it appearing from statements made at the meeting, that besides the great advantage of avoiding the passage of 124 locks, the proposed line would effect a saving between Birmingham and London by canal conveyance of 364 miles—that the reduction or saving in the freight of iron to London by this line would amount, according to the calculation of experienced carriers, to full fifty per cent. on the present charge—that, in respect to coal and coke the advantages would be equally great, and that the saving in the freight of manufactured goods and general merchandise from Birmingham to London, and vice versa, would amount to twenty shillings per ton.

Resolved, That it appears to this meeting that the proposed Canal would afford the best and most direct line of water communication practicable between the midland district and the metropolis, and by the communication it would open with other canals, would be the means of establishing, via Birmingham and Wolverhampton, a line of canal conveyance, between London and Manchester and Liverpool decidedly superior to that now existing; that such communication would benefit in a highly important degree the Mining Districts of Staffordshire, Worcestershire, and Shropshire, and be productive of immense advantages to the manufacturing, commercial, and agricultural interests of the kingdom at large.

That the subscribers to the survey of the proposed canal be requested to convene a meeting of those districts promoting the undertaking, for the purpose of forming a company, and taking the necessary measures preparatory to applying to Parliament for powers to carry the plan into effect.

MICHAEL GRAZEBROOK, Chairman.

- The Earl of Lichfield, Bentley Iron Works, per Samuel George. Francis Downing, Dudley. W. H. Sparrow and Co., Bilston Iron Works. Philip Williams and Sons, Wednesbury Oak Iron Works. James Dixon, Horseley Colliery. Samuel Downes, Bush Farm Colliery. For Sir H. D. C. St. Paul, Bart., R. Brady, Willingsworth Iron Works. Bradley, Barrows, and Hall, Bicomsfield Iron Works. Walter Williams, Albion Iron Works, West Bromwich. Edward Amphlett, Horseley Colliery. Per pro W. and G. Firmstone, H. C. Firmstone, Lays Iron Works, Dudley. John Round, Hange Colliery, Brades, Tividale. James Spittle, Wednesbury Colliery. Tipton Furnace Co., Tipton Furnaces, per C. Birch. Charles Birch and Co., Bilston Furnaces. Chavasse and Co., Cutler's End Colliery. Chavasse, Mills, and Chavasse, Bilston Old Colliery. John Dudley, Corbyn's Hall Iron Works. Per pro Elizabeth Holloway, Sam. H. Holloway, Square Field Colliery. Per pro Hannister, Banks, and Co., George Hannister, Tividale Colliery. Richard Haines, Cophall Colliery. John Tynron Percival, Brades Colliery, and Monmore Green Collieries. Ryding and Hunt, Swan Colliery. John Ryding, Ball's Hill Collieries. H. Best, for H. Small, J. H. Shears, and J. Taylor, Corngreaves Iron Works. Thomas and Isaac Badger. Philip Williams and Co., Union Furnaces, West Bromwich. Houghton and Foley, Furnace Colliery. John Houghton, Whimsey Colliery, Oldbury. Henry Downing, for Bordesley Steel Company, Birmingham. John Wheeler and Co., Brettle-lane Iron Works, Stourbridge. John Bagnall and Sons, Goldsill Iron Works, West Bromwich. John and Ben. Gibbons, Corbyn's Hall and Level Iron Works, Dudley. Edward Page and Sons, Roway Iron Works, West Bromwich. Joseph Partridge, Coal-master, Hill Top, West Bromwich. W. and J. Millington, Summer Hill Iron Works, Tipton. Blackwell, Jones, and Oakes, Buffery Iron Works, near Dudley. Richard Smith, Mineral Surveyor, West Bromwich. Joseph Hadley, Smethwick Iron Works. James Roberts, Iron-founder, West Bromwich Heath. Benjamin Hunt, Sheepwash Iron Works, Tipton. John Henry Bate, for the Eagle Furnace Company, Great Bridge. J. Robinson, for the Birmingham Coal Company, Toll End. John Hunt, Spearhead Forge, near Wednesbury. William Johnson, for the Horseley Coal and Iron Company, Tipton. William Tomkys, for the Trustees and Executors of Thomas Bils Price, Bilston Brook and West Bromwich Iron Works. Hollis, Solly, and Son, Tividale Iron Works. Francis Finch, Great Bridge New Colliery. Thomas Davis, Ridgeacre and Crook Hay Collieries, West Bromwich. Samuel Hill, Coal-master, West Bromwich. John Tildesley, Aston Junction Forge, Birmingham.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY.

At a Meeting of the Friends and Promoters of this undertaking, held pursuant to public advertisement, at the Crown and Anchor Tavern, Strand, on Saturday, the 6th of March, 1836, to receive certain important Communications, and adopt Resolutions thereon.

Captain Sir JOHN ROSS, R.N., C.B., K.S.A., K.C.S., in the Chair. Read—A letter from Sir Herbert Taylor, intimating the King's most gracious approbation of the Harbour about to be constructed at Tremoutha Haven, and his Royal pleasure that it shall bear his Majesty's name as Duke of Cornwall, of which His Majesty condescends to be announced the Patron.

Read—A communication from His Royal Highness the Duke of Sussex, graciously consenting to be named Vice-Patron of the undertaking.

Read—A letter from Sir John Conroy, written by desire of her Royal Highness the Duchess of Kent, intimating the pleasure of her Royal Highness that the Town to be built near the said Harbour, and at the termination of the intended Railway, shall be called Victoria, and that their Royal Highnesses the Duchess of Kent and Princess Victoria (after whom the said Town is so to be named) have graciously condescended to become Patronesses thereof.

Read—Official letters from the Lords of the Admiralty and the Elder Brethren of the Corporation of the Trinity House, favourable to the measures in contemplation; and the Chairman having briefly stated the objects of the Meeting, the following Resolutions were passed unanimously:—

- Moved by Sir William Moleworth, Bart., M.P. for East Cornwall, seconded by Sir Charles Lemon, Bart., M.P. for West Cornwall. 1. That this Meeting, deeply lamenting the great loss of lives and property which so frequently occurs on the dangerous north-west coast of Devon and Cornwall, considers that the construction of a Harbour of safety on that coast, to which vessels might resort in tempestuous weather, would be an object of great importance, no less in a philanthropic than in a national point of view.
- Moved by Sir William L. S. Trelawny, Bart., M.P. for East Cornwall, seconded by E. W. W. Pendarves, Esq., M.P. for West Cornwall. 2. That this Meeting, having examined the charts and reports of the Engineers employed to survey that coast, is of opinion that Tremoutha Haven, in Cornwall, where abundance of suitable materials for the construction of breakwaters and piers may easily be had, is admirably adapted for the formation of a Harbour of refuge, and no place on that coast appears better situated for the purpose, whilst the great depth of water and capacity of the Haven affords ample accommodation for more than 500 vessels of large burthen, even for ships of war, and will admit of their entering it at all times of the tide.
- Moved by the Right Hon. Major General Sir Henry Hardinge, M.P. for Launceston, seconded by John Ramsbottom, Esq., M.P. for Windsor. 3. That this meeting considers that, in the event of such a Harbour as proposed being determined upon, the construction of a Railway from thence to the nearest market town of Launceston, being adopted in connexion therewith, whereby its benefits may be diffused over a large agricultural district, would render the combined undertaking not only one of great public advantage, but apparently a sure source of considerable private emolument to adventurers in the enterprise.
- Moved by Vice-Admiral Sir Edward Codrington, Bart., M.P. for Devonport, seconded by George Frederick Young, Esq., M.P. for Tynemouth. 4. That this Meeting, fully appreciating the value and importance of the illustrious patronage which has been announced as willing to sanction this patriotic work, and not doubting but that, under such august auspices, and with such humane as well as beneficial objects in view, it will meet with universal approbation and support, is of opinion that it is highly advisable a Company be forthwith established on liberal principles to carry the same into effect, and that measures be taken to obtain the Act of Incorporation by following up the Petition for that purpose, which has already been presented to the House of Commons.
- Moved by John Wilks, Esq., M.P. for Boston, seconded by William Beetham, Esq. 5. That the building of the Town (proposed, by permission, to be called "Victoria," after her Royal Highness the Princess) in a convenient situation near the intended Harbour, for the accommodation of inhabitants and visitors, appears to this Meeting a most desirable object, and although it is not judged expedient that the funds of the Company should be employed therein, yet, as private individuals have signified their intention to invest their capital in that undertaking, this Meeting considers it highly deserving of every encouragement which the Company can consistently afford.
- 6. That this Meeting, having read the proposed Prospectus of the said Company, fully approves thereof, and recommends that the following gentlemen be named to form a Provisional Committee, to carry these Resolutions into effect, with power to add to their number, and from that number or otherwise to choose Directors, to be named in the Act of Parliament. (See Prospectus.)
- 7. That George Ross, Esq., the projector of this interesting enterprise, and the founder of the proposed Town, by whose indefatigable exertions the measures have been so far advanced, be requested to act as secretary to the undertaking.

The Chairman having vacated the Chair, and which being taken by William Beetham, Esq., the thanks of the Meeting was unanimously voted to Captain Sir John Ross, for the very able and satisfactory manner in which he filled the chair, and for the zeal and talent displayed by him in forwarding the wishes and objects of the Meeting.

LONDON AND BIRMINGHAM CANAL.—CAPITAL—THREE MILLIONS.

In Shares of £100 each—Dividend 2s. PROVISIONAL COMMITTEE: CHAIRMAN—Francis Downing, Esq.

- Badger, Thomas, Esq. Dudley. Barker, John, Esq. Wolverhampton. Bradley, Richard, Esq. Tipton. Bullock, Edwin, Esq. West Bromwich. Cotterill, Thomas, Esq. Birmingham. Chance, Robert Lucas, Esq. Smethwick. Chance, William, Esq. Birmingham. Dixon, Edward, Esq. Dudley. Foster, James, Esq. Stourbridge. Finch, Francis, Esq. Great Barr. Greasley, Richard, Esq. Meriden. Groat, Joseph, Esq. London. Griffith, John, Esq. Alveston. Hawkes, Thomas, Esq. M.P. Hinley. Haines, Richard, Esq. West Bromwich. Hunt, Thomas, Esq. Yat. Esq. Brades. Molliet, John Lewis, Esq. Birmingham. Mason, James, Esq. Birmingham. Molinsax, C. Henry, Esq. Dudley. Robins, William, Esq. Stourbridge. Ryland, Samuel, Esq. Warwick. Richards, Theophilus, Esq. Birmingham. Round, John, Esq. Sedgley. Scott, Robert, Esq. Stourbridge. Sparrow, W. H., Esq. Wolverhampton. Scholefield, J., Esq. M.P. Birmingham. Smith, Richard, Esq. London. Webb, John, Esq. Burton-upon-Trent. Williams, Walter, Esq. Handsworth. Williams, Philip, Esq. Tipton. With power to add to their number.

SOLICITORS—Messrs. Ingleby and Wragge, Birmingham; Messrs. Baxendale, Tatham, Upton, and Johnson, 7, Great Winchester-street, London; Messrs. Wilson, Neil, and Steward, 20, Lincoln's-inn-fields, London. ENGINEERS—James Walker, Esq. F.R.S. L. and E., London, John Thomas, Esq. London. SURVEYOR—Mr. Dugdale Houghton, Birmingham.

BANKERS—Messrs. Taylors and Lloyds, Birmingham; Birmingham Banking Company; Messrs. Dixon, Dalton, and Co., Dudley; Messrs. Molliet and Son, Birmingham; Messrs. Hankey and Co., 7, Fenchurch-street, London; Messrs. Vere, Hapte, Hanbury, Musprat, and Co., 77, Lombard-street, London.

CONDITIONS: 1. The Act of Parliament will provide that no person shall be responsible beyond the amount of his Shares. 2. Deposit of £2 per Share to be paid, and no further call will be made till the Act be obtained. 3. The Deposit shall be available to the necessary expenses of the undertaking. 4. Interest at the rate of 24 per cent. will be allowed on the calls, until the completion of the Canal. 5. Calls will be made after the Act is obtained, by Quarterly payments of £6 5s. per Share.

PROSPECTUS

Of a line of Navigation from Birmingham to London, commencing at the Stratford-on-Avon Canal in Warwickshire, and ending at the Regent's Canal, London; to be called THE LONDON AND BIRMINGHAM CANAL NAVIGATION. The great and leading objects of the proposed undertaking are—

First.—To effect the cheapest and most direct practicable line of water communication between London and Birmingham, and the great mining districts of Staffordshire, Worcestershire, and Shropshire. Second.—To obtain, by the communication it will open with the Regent, Stratford, Worcester, Birmingham, Birmingham and Liverpool, Ellesmere and Chester, Trent and Mersey, and Bridgewater Canals, the quickest, cheapest, and most convenient line of canal conveyance, between London, Birmingham, Liverpool, and Manchester; also, a junction with the Oxford Canal at Banbury, an improved communication to the City of Oxford.

Third.—To give the facilities and advantages of water conveyance to the valuable and extensive districts through which the proposed line of Navigation is intended to be taken; districts capable of great and rapid improvement, and to which nothing can so materially contribute as a cheap and direct communication with the Metropolis, and the great manufacturing towns of Warwickshire and Staffordshire.

It must be evident that the proposed undertaking embraces objects of the highest national importance, and cannot fail to produce great and almost incalculable advantages to the Agricultural, Commercial, and Manufacturing interests of the kingdom. The extraordinary facility that this line would give to London and Liverpool, to the manufacturers of Manchester, Birmingham, Wolverhampton, Dudley, Stourbridge, and Walsall, and to the Proprietors of Mines and Works in the counties of Stafford, Worcester, and Salop, must be obvious to the most superficial observer. Birmingham and Wolverhampton, and the contiguous mineral districts, would be enabled to compete with the northern proprietors, in supplying London with coal—London and Liverpool, and London and Manchester, and as vessels would be passing incessantly in each direction, the increased facility and dispatch could not but be productive of the highest advantages.

One great feature of the proposed undertaking, is the opening of a cheap communication between the Metropolis and the great coal-fields of Staffordshire and Worcestershire. In the attainment of this object, every inhabitant of London ought to feel himself interested; experience every day furnishing additional proofs, that nothing but effective competition from the interior of the kingdom can insure to the householders of London a regular and steady supply of coal at moderate prices. Perhaps it is scarcely possible for the most sanguine mind to form an adequate conception of the benefits that would result from enabling the midland coal proprietor to compete with the northern proprietor, in supplying London with coal—monopoly would be rendered impossible, combination frustrated, and free and active competition completely secured. By the proposed route, Staffordshire coal can be delivered in the City Basin at prices varying with quality, from 12s. to 20s. per ton.

With a view to render this concern as extensively useful as possible, the rates of tonnage will be low, and thus command that great mass of business which invariably follows moderate charges. Mature and solid materials will be permitted to pass at low rates. Wharfs will be provided where the canal will intersect main thoroughfares, and every encouragement be afforded to the free development of the energies of the districts through which the canal will pass. The proposed navigation will possess all the improvements of the best modern canals. Where tunnelling is necessary, two tunnels, with a towing path under each, will be made; the sides of the canal will be walled; and the greatest of all modern improvements, the double towing path, will be carried throughout the whole line.

Confident in the superior cheapness and convenience of water conveyance (particularly as regards raw materials and heavy commodities), the promoters of this undertaking have no hesitation in submitting their plan to the public, in the face of the numerous railways now in course of formation; every day, in their judgment, furnishing further and satisfactory proof, that, though railway conveyance may be preferred for passengers and light goods, that require dispatch, and will bear high rates of transit, the great bulk of the trade of the country will still be carried on through the medium of cheap navigable communications.

The calculations as to the revenue being founded on indisputable data, the promoters of the measure have no hesitation in stating, that the prospect of remuneration is in the highest degree encouraging; and that, if due consideration be given to the merits of the proposed line, to the great extent and simplicity of its levels, to the superiority it will possess in respect to distance and lockage, to the well-ascertained fact that a full supply of water can be provided, the conclusion will be fully warranted, that in a short time after its completion, this really grand internal communication will yield such a return, as will entitle it to be classed amongst the most productive and successful undertakings of the kind in the kingdom. According to a moderate estimate, full ten per cent. will be realised. By the proposed route, goods will be delivered in London in thirty-two hours, instead of seventy, by the existing route. The Canal is to cost 28s. per ton.

Applications for Shares to be made to the Solicitors, and to Mr. GEORGE PALMER, 2, North Piazza, Royal Exchange, and no Shares will be secured until the deposit is paid.

COMMERCIAL RAILWAY TO BLACKWALL.—

The Provisional Committee of the above undertaking, in announcing to the subscribers that the Bill has been read a second time, and that they intend to proceed with it in committee on Monday next, feel themselves called upon to notice some of the allegations which have been made against it. For some time they have forbore any public notice of the groundless attacks to which they have been exposed, believing that the only proper tribunal (a Parliamentary committee) would soon enable them to satisfy their subscribers that their undertaking was not only unobjectionable in principle or details, but, on the contrary, that it must be highly useful and valuable in its results, and that the objections to which some other projects are liable have been unfairly made to apply to the Commercial Railway. They find however that their silence is construed into an inability to meet the charges, and therefore the following very concise statement of facts is submitted in reply. Their railway commences at a depot on the east-side of the Minories, just without the city of London, a little southward of John street; a short branch comes into the city to Crutched-friars, to connect the warehouses of the West and East India Dock Companies with the main line. From the Minories the line passes through a very low and wretched property at the back of Roseway-lane, Cable street, and Back-lane; it crosses the Regent's canal at the Lock near the Commercial-road, passes on the south-side of Limehouse church, and through the fields belonging to the West India Dock Company, to Blackwall, with a branch to the East India Docks. It is on arches the whole way, and nearly level, not interfering with any sewers, water-pipes, or gas-pipes, and, by the provisions of the bill, any street under 40 feet wide is to be spanned in an arch not less than 16 feet high. The number of houses actually required to be taken is 758, and if this number is thought large, it is easily explained by the character of the property through which the railway passes, as an instance of which it is to be proved that in one alley, the extreme length of which is only 59 feet, there are 36 tenements. It must, however, be particularly noticed, that this destruction of houses will be much more than compensated by the new houses which will be constructed; for the arches of the railway will be so built that each arch will contain two tenements, each 16 feet wide by 24 feet deep; and as the number of arches which may be so occupied is upwards of 700, the houses taken down will be replaced by nearly double the number. In the bill, provisions are introduced securing to the parishes on the line the payment of all rates now payable, and at its completion there is a compulsory clause, enabling the parish officers to examine the accounts of the Company, in order to determine a just and fair prospective rating. So far, therefore, as the parishes are concerned, they must be great gainers, because they can not only rate the railway as a railway, but the houses under it. With reference to the class of persons dispossessed of their houses, it will be seen by the foregoing statement that they may also be again received, but with these advantages, that the houses built for them will contain increased comforts and accommodations. The public grounds upon which this measure is proposed are, the providing a ready and economical communication between the city and the two great commercial depots of the West India and East India Docks, but principally on the remedy which it offers for preventing the dreadful consequences which arise from the crowded state of the Pool, and the difficulty, danger, and loss of navigating the river above Blackwall in steam-boats. In conclusion, the Committee have the pleasure to state, that in consequence of reports which have been circulated that His Majesty's Government intended to oppose a railway to Blackwall, the Committee obtained an interview with Mr. Poulett Thomson on the 6th inst., when the statement received the most positive contradiction, and the Committee received the assurance that this railway bill would be determined entirely on the question of its merits.

STOKES, HOLLINGSWORTH, and TYERMAN, Solicitors for the Bill. March 17, 1836.

THE SYMINGTON PATENT PADDLE TOWING COMPANY.

Capital—£50,000, in 5,000 Shares of £10 each—Deposit £2 per Share. CHAIRMAN—The Right Hon. the Lord Mayor, William Taylor Copeland, Esq., M.P. DIRECTORS.

- John Pirie, Esq. Alderman. Captain Nathaniel Domett. Joseph Somers, Esq. Thomas Ward, Esq. Nathaniel Gould, Esq. Walter Alex. Urquhart, Esq. William Gunston, Esq. Robert Bowie, Esq. BANKERS—Messrs. Masterman and Co. SOLICITOR—R. Boyman Boyman, Esq. SECRETARY—William Nealey, Esq. ENGINEER—Mr. William Symington.

The crowded state of the river, and the increased trade of the port of London, render the formation of a well-organised Towing Company an object of great importance. For this purpose, as well as to afford greater facilities for the navigation of the Thames, and, by introducing a highly important invention, to obviate the dangers arising from the use of the common paddle-wheel, a public company has been formed, composed of some of the most influential shipowners and merchants of the city.

The value of the Patent Wheel has been fully proved on board the William By-mington steamer, to the entire satisfaction of many scientific and practical gentlemen.

The towing of ships has now become a business of considerable magnitude, and is one of the most profitable branches of steam navigation, offering the means for a safe and permanent investment of capital, and subject, perhaps, to less fluctuation and casualties than most of the undertakings of the day. So long as the trade of the port of London continues, a company of this description will be requisite, and must insure large returns. The profits, indeed, are so great, that it is by no means an unusual occurrence for the proprietors of Tugs, depending solely upon chance employment, to earn the whole cost of a boat, with interest of money, in two years. Thus satisfied of the usefulness and profitable nature of such an undertaking, it is confidently recommended to the public, possessing as this Company will, among its own members and connexions with the shipping interest, ample resources for the full and lucrative employment of its vessels.

The deposit will itself be sufficient to enable the Directors to have four boats immediately at work; and no future call will exceed 2s., or be at an interval of less than three months from the preceding one.

The affairs of the Company will be intrusted to the management of the Directors, subject to such regulations as the majority may determine upon, for which purpose a proper Deed of Settlement will be prepared. Applications for Shares and Prospectuses to be addressed, on or before the 24th inst., to Mr. Nealey, at the office of the Company; to whom also all steam-boat proprietors may address their orders for the Patent Paddles, or for the alteration of old ones. King William-street, March, 1836.

PARLIAMENTARY SUMMARY. HOUSE OF LORDS.

MONDAY, MARCH 14.—The Earl of RADNOR presented a petition, praying that the duty might be taken off newspapers.—The Earl of RADNOR presented a petition from the clergy of the Archdiocese of Tuam and of the Diocese of Ardagh, Killaloe, Athlone, and Clonfert. He stated that it referred to a body of men, than whom, for loyalty, for piety, and for firm attachment to the institutions to which they belonged, none with greater claims to be heard could be found; but when he stated this in their praise, it was with grief he had to add, that no class of men were placed in so distressing a situation, nor did any class suffer greater privations.—The Earl of WINCHILSEA said that the Protestant clergy were worse off than any other class of men; for not only was their property withheld, but their lives even were in danger; something ought to be done for their relief. The petition was read by the clerk at the table.—The Marquis of LONDONDERRY withdrew his motion respecting the conduct of this Government in regard to the twenty-seven Spanish prisoners captured in the Isabella Anna.—Lord MELBOURNE defended the conduct of Government; and the Duke of WELLINGTON said that he had no hesitation in admitting that the late Government was as much concerned in the matter as the present.

TUESDAY.—The Bishop of EXETER presented a petition praying for a system of national education in Ireland, and also complaining of grievances arising from the grant to the college of Maynooth. He stated, that in the report of the commissioners respecting national education in Ireland, there was a total absence of every thing relating to religion; and, as far as the document went, they might all be atheists; in fact, he felt assured there was not the slightest security for religious knowledge. He concluded by moving for the appointment of a select committee to inquire into matters connected with the Board of Irish Education.—Lord MELBOURNE felt it his duty to oppose the motion, because it would be productive of the worst consequences; it would call into action all the bad passions and embittered feelings of parties, and it would tend to weaken the effects of a system which had been found to work so well in Ireland.—Lord HARROWBY did not think there was any thing in the motion calculated to produce the consequences which the noble lord apprehended from it.—Lord PLUNKETT said that upwards of 180,000 persons, who, before this system was established, were steeped in ignorance, were now receiving the benefits of education; and he would ask, whether this system ought to be set aside on account of the niceties of the theological points alluded to by the right reverend prelate?—Lord RADNOR asserted that the present system was founded on the mutilation of the Scriptures.—Lord WINCHILSEA contended there were certain conditions entered into between his Majesty's Government and a certain individual as the price of his support. The first was the surrender of the Protestant Church of Ireland into his hands; the second, that the present system of education, having for its object to make the people of Ireland all Catholics, was to be guaranteed to him; and thirdly, that the entire police force of the country was to be surrendered into his hands.—Lord MELBOURNE begged to state that neither of the three conditions alluded to had been made with any individual, or any conditions whatever.—The Bishop of EXETER then withdrew his motion.

THURSDAY.—The Marquis of LANSDOWNE gave notice that he should to-morrow move that a communication be made to the House of Commons requesting a copy of the report made by that House respecting the precautions necessary to be taken with regard to the introduction of Bills respecting Railways.

FRIDAY.—The Marquis of LANSDOWNE moved a message for a copy of the Commons' report and resolutions on the subject of Railway Bills, observing that it was most desirable that the public should have every possible protection against the evil consequences of speculations.—The Earl of RIFON concurred in the motion and opinion.

HOUSE OF COMMONS.

MONDAY, MARCH 14.—The Sheriffs of London presented a petition from the Corporation against the Grand Junction Railway Bill. Referred to the committee.—The Dublin and Drogheda Railway Bill was read a first time.—Mr. CRAWFORD presented a petition from the London and Birmingham Railway against the Grand Junction Railway Bill; and Mr. TOOKE presented a petition from inhabitants of Hutton Garden, &c., against the same Bill.—The London and Cambridge Railway Bill was read a second time.—The Grand Junction Railway Bill was read a second time.—The London and Croydon Railway Bill was referred to the Surrey list.—The South Durham Junction Railway Bill was read a second time.—On the motion of Mr. BETHEL, for the second reading of the Bridlington Pier Bill, Mr. HARLAND moved, as an amendment, that the Bill be read that day six months. For the amendment, 106; against it, 83; majority, 23.—Lord JOHN RUSSELL, in answer to Mr. WAKLEY'S inquiry, stated that his Majesty's free pardon had been granted to the Dorchester labourers.—The ATTORNEY-GENERAL, in answer to an inquiry from Mr. O'CONNELL, stated that the Bill regarding the Abolition of the Imprisonment for Debt would be forthwith introduced in the House of Lords.—The House went into committee on the Municipal Corporations (Ireland) Bill, the clauses of which were discussed at great length.—After some observation from Mr. HUXTON and Lord PALMERSTON, the Slave Trade (Spain) Bill was read a third time and passed.

TUESDAY.—The North of England Railway Bill was read a second time.—The CHANCELLOR of the EXCHEQUER brought forward his motion for the consolidation of the Stamp Acts. With respect to the newspaper stamp, he said he could not promise that the Government were prepared to abolish it altogether. This present impression went to reduce the existing duty of 4d. to 1d.

THURSDAY.—Mr. TOOKE presented a petition from certain steam-packet proprietors, in favour of the Gravesend Pier Bill.—S. R. FERGUSON presented a petition signed by 300 bankers, merchants, and inhabitants of Nottingham, in favour of the Midland Counties Railway Bill.—Sir G. YOUNG presented a petition against one clause of the Shelbourne and Newcastle Railway Bill.—Lord CONYNNGHAM presented a petition against the South Eastern Railway Bill. A petition was also presented against the London and Dover Railway Bill.—The Glasgow Bridge Bill was read a second time.—Mr. G. STRICKLAND presented petitions in favour of the North Midland Railway Bill.—The Medway Navigation Bill was read a second time.—Mr. WIGNY presented a petition from the Commissioners of Brighton, in favour of Sir J. Rennie's line of Railroad, and praying to be heard by counsel against Mr. Stevenson's line.—Lord STANLEY read the third reading of the Macclesfield Small Debts Bill, when considerable discussion, and several divisions took place, and the House adjourned without coming to a final decision on the question.

FRIDAY.—The Metropolitan Suspension Bill, after a division (126 ayes, 36 noes), was read a second time.—Lord STANLEY moved that the Macclesfield Small Debts Bill do pass.—After some conversation, the House divided; the passing of the bill was carried by a large majority.—Lord J. RUSSELL stated that he should move the second reading of the Tithes (England) Bill on Monday; but the Marriage and Registry Bills, he should defer to another day.—The House then resolved into Committee on the Municipal Corporations (Ireland) Bill.

ORIGINAL CORRESPONDENCE.

THE IRON TRADE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In your leading article of the 5th inst. you state, boldly and unequivocally, that the excessive advance which has taken place in the price of iron, is in no degree warranted by the demand. I do not agree with you in this opinion, and will briefly give you my reasons for dissent. The demand for iron during the last six months has been quite unprecedented. The present make of Scotch pig iron is engaged for the next four months to come. There is very great difficulty in obtaining supplies of iron from the works in Staffordshire, owing to the great pressure of orders on the books. I know parties who have given orders two, three, and even four months ago, and are almost daily urging applications for their execution; and the only reply they receive is, that they must wait their turn. I have just been visiting the iron-works in this district. The Low Moor Company have not an ounce of pig iron to dispose of, and they, as well as their neighbours, the Bowling Iron Company, are unusually full of orders. I know that the Low Moor Company refused a very large order for castings last week, owing to their inability to say when they could execute it. In South Wales the demand is equally good, and there is scarcely one of the iron-masters who will quote any other price to purchasers than "time's price when shipped." And this, sir, is by no means a speculative demand. The exports from both increased exports and increased home consumption. The exports of last year, I have been informed, exceeded those of several previous years from sixty to seventy per cent. per annum.

There is not a founder in the manufacturing districts of Yorkshire and Lancashire but who has more work to do than he knows how to get through. I know one very extensive concern in Liverpool, that has as many orders as they can execute for the next two years. Several equally extensive houses in Liverpool, Manchester, Bolton, Leeds, &c., are full of orders for the next twelve months.

In fact, I was in one gentleman's office when a party called in want of a thirty-horse steam-engine, and was told, that unless he could give him until after April, 1837, to complete, he could not give him an estimate. In one district of Lancashire, viz. about Ashton under Lyne, there are as many cotton mills erecting at this moment as will afford employment to 12,000 individuals; all of these buildings are being constructed on the fire-proof principle, and will, of course, require steam engines and machinery. I merely mention these details to show you that our home consumption of iron, for what may be termed our ordinary wants, is rapidly on the increase. When we come to consider the immense demand that will inevitably arise for railway purposes, I am tempted to ask, where can we be able to obtain the materials?

Your calculations respecting the probable quantity that will be required for these purposes, fall very short of the mark, in my opinion. From the share-list in your paper, I find upwards of 2,000 miles of railway projected, and there are many others which your list does not include. But estimating the length at 2,000 miles, four lines of rail, or two lines of road to each, rails seventy-five pounds per yard (which by the bye is the most approved weight of rail, and what most engineers have been taught by experiments to adopt), chains, pins, keys, thirty lbs. for each sleeper, will give in round numbers about one cwt. per yard, exclusive of sidings, small branches, &c.; the case will stand thus;—2,000 x 4 = 8,000 lineal miles x 1760 = 14,080,000 lineal yards x 1 = 704,000 tons, or nearly double the quantity you state.

And this, you will please to observe, is independent of the iron required for locomotive engines, waggons, wheels, and axles, &c., &c., which would run the quantity up to something like a million tons. I think I have shown you that we need not apprehend an early falling off in demand.

You further state, that "the advance in the price of iron will bring into action works which have hitherto for years dormant, and capable of making, we might say, tenfold the increased quantity required;" that is, according to your own calculation, 750,000 tons per annum for the next four years. Really, Mr. Editor, I fancy you have been taking a peep through the extraordinary telescope you mentioned some few weeks back, and have found some iron mines and dormant blast-furnaces in the moon. Query—Do they use hot air there?

But, to be serious, you must certainly be aware that in the Bilston districts of Staffordshire there is a scarcity of iron stone, and that the price of the raw material has been so excessively high, as compared with the low price of manufactured iron, that no less than nine extensive works were compelled to stop in the course of last year; and the parties working them stopped (payment) also. I could give you the names if I chose.

In South Wales the property is in the hands of parties who know how to make the most of it, and with the single exception of the Rhymney furnaces, the works there have been in full operation for these several years past. Indeed some of them have been compelled to extend their works, owing to the great demand for iron, during the last two or three years. Amongst these I will mention the Dowlis's Iron Company (Guest, Lewis and Co.), Crawshaw and Son, the Coalbrook Vale Iron Company, and the Blairston Iron Company. The Beaufort furnaces have been worked, with hot air, by Messrs. Bailey, Brothers, for upwards of two years, and they have also considerably enlarged their works at Nantyglo.

In Scotland, I grant you that a very great increase will soon take place in the make of pig iron, for foundry purposes, but it will not be anything approaching the prospective and certain, almost geometrical, increase in the demand, that the next ten years will witness. Perhaps you will be good enough to point out the where and the how you can obtain the supplies you speak of. You know that practical men are not to be found like mushrooms.

One word as to railways.—You have been very "cold shouldered" respecting these undertakings, and have for some time past been prophesying a re-action. I agree with you, that some of the projections are little better than bubbles, that they will never, in all probability, be carried into effect, or if so carried, will never pay even the original shareholders; but, sir, I think you must admit, that many of the proposed lines have every requisite feasibility, and offer a safe and profitable investment for the surplus capital of this great and thriving kingdom. You appear to think, that because a panic followed the introduction of Peel's Bill in 1825, another must follow the introduction of railway bills in 1836. The cases are by no means analogous. Then we were in the false position in which we had been left by a protracted war, consequent heavy taxation, and a fictitious issue of capital; our commerce had been cramped, and we had suffered two or three bad harvests. Now, thank God, we are on a very different footing; we have a somewhat diminished taxation, a healthy circulating medium, our commercial and manufacturing interests in the hey-day of great, unparalleled, and increasing prosperity, wealth flowing into the country from almost every nation on the face of the earth, and, what is by no means an unimportant consideration, our labouring population daily becoming more and more enlightened; and surely, with all these advantages, we can much more easily afford to spend fifty millions of money in making railways, and thereby facilitating the development of our commercial energies, than we could twenty years ago afford to spend hundreds of millions of treasure, and oceans of blood, in shooting and cutting the throats of Frenchmen and Spaniards, and in futile attempts to crush American struggles for liberty and national independence.

Liverpool, March 12. J. J.

[We insert the letter of our correspondent, and being aware that he is largely connected with the iron trade, we can make some allowance for his opinions not being in accordance with those we entertain. We shall return to the subject next week; but, in the interim, would ask J. J. whether he really imagines for one moment, because railway shares are quoted at premiums, that it is to be taken for granted the lines will ever be formed, and if not, how the 2,000 miles are to be made up it would be difficult to shew. We can assure our correspondent we are as anxious as he can be, (although not immediately interested in the iron trade) to see prices maintained, but when we bear of many contemplated schemes in London for iron companies, it is our duty to draw the attention of the public to the subject, and if we err, it were better on the side of caution than otherwise. We did not intend our remarks to apply particularly to the Rhymney Iron Company, but the circumstance of its being first in the field elicited the observations we made on the occasion.—Ed. M. J.]

SPECULATIONS OF 1825.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I was one of the many unfortunate persons who, during the mania in 1825, was induced, by the respectability of the names of the directors, to purchase some shares, at a high premium, in the Chilean Mining Association, for which I paid between two and three thousand

pounds. This company, I believe, no longer exists, at least, I can obtain no information on the subject; and it is a very extraordinary circumstance that the directors of it should have left the shareholders in ignorance of the state of the concern on its dissolution. Surely something ought to be forthcoming from the considerable sum which was paid by the subscribers, particularly as, I think, some part of it was lent to the Chilean Government.

You, sir, I understand, possess extensive knowledge respecting the mining companies formed in 1825 and 1826, and you would particularly oblige me, as I have no doubt you would many other shareholders in the Chilean Association, if you would, through the medium of your most useful and well-conducted journal, give them an account of the state of its affairs, or inform them to whom to apply to obtain this information. In the case of the Anglo-Chilean Mining Association, after its dissolution, several small dividends were paid to me and other subscribers.

SINGULAR DISCOVERY OF COPPER ORE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I beg to send you the following notice of a singular circumstance lately observed at one of the mines belonging to the Hayle Consols Company, as described in a letter from the agent, Captain Treblecock. I am indebted for the communication to the politeness of William Ellward, Esq., one of the directors of the company:—

"In cutting ground south of Ellward's shaft, for a barrow-road, &c., we have met with a strange occurrence, which will perhaps be a good subject for the Geological Society of Penzance, in October next. We discovered a stone (of copper ore) weighing at first about thirty lbs.; there appeared to be no leading string or branch to it from any lode, but that it was a deposit of a single stone in the "country," and apart from any lode. I have had part of it assayed, which produced fifty-two and a half per cent. of copper. We have observed a small branch from the main lode, a little east of Blunt's shaft, and, as it leaves the tin lode, may become productive of copper. We purpose driving a cross-cut south, a little east of Ellward's shaft, to cut it, when, perhaps, the mystery will be explained."

The insulated position of such a rich stone of copper ore must certainly be regarded as a very singular circumstance, more especially as the adjacent lodes contain, I believe, only tin. Even should subsequent trials discover it to be connected with any lode or larger deposit, it must be considered as a very remarkable instance of the segregation of mineral substance. FREDERICK BURN.

New Road, March 16.

MINES IN IRELAND.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I thank "Wernerian" for the favourable opinion he expresses of my endeavours to afford capitalists information where Ireland's mineral resources are to be found. I hope, however, he does not expect that, unassisted by "others," I can give him all the information required respecting the coal basins or districts of this country, with maps, wood-cuts, &c. I wish it was in my power to do so; I will, however, do all I can, and call on "others" who have the required means for answering with accuracy many of the proposed questions, to show an equal readiness to promote "Wernerian's" object.

The Leinster coal districts are situated in the county of Kilkenny and the Queen's county; they are called the Castlecomer and the Killenau coal districts; the latter extends into the county of Tipperary in Munster. This coal district is about sixteen Irish miles in length, extending without interruption from near the town of Freshford, in the county of Kilkenny, to about four miles and a half south by west of Killenau, where the limestone formation appears. It is, however, again met with, to a small extent, near the town of Cashel, distant about four Irish miles.

The Castlecomer district is of greater extent, being from near the city of Kilkenny to within about six miles of the town of Athy, in the Queen's county. In breadth it is nearly fourteen Irish miles, between the river Nore and the river Barrow, at the town of Carlow. These coal tracts form a range of gently undulating hills, of moderate size, ranging in elevations from 200 to 600 feet, and placed upon floetz limestone.

I have here to remark, that this formation appears the principal and almost general throughout Ireland, for, with the exception of the county of Wicklow, and one or two counties in Ulster, there is no county in Ireland where the floetz limestone does not exist.

The coal found in the Leinster district is of the nature of blind coal,—the "glanzkohle" of Werner. It is in general free from pyrites, and very pure, burning clear, and giving out much heat; the structure thin, stratified fracture, conchoidal, lustre strong. It is preferred to any other kind for heating kilns and for drying corn. Fire-damp is unknown in these districts. Collieries have been wrought from time to time, with various success, and some are at present working; but being carried on principally by private individuals, or with small capitals, neither great success or extent of trials can be supposed to have been the result; there is, therefore, a field for the enterprising capitalist in this district.

In giving the above hasty sketch, I do so, Mr. Editor, more as an acknowledgment of "Wernerian's" communication, than as an answer to it, well knowing, that to a person competent to form a correct judgment on the subject of coal formation, from scientific replies to the questions he proposes, this outline cannot prove satisfactory. It must, therefore, be considered only as pointing out the locality of the Leinster coal tracts, where they have been ascertained to be valuable. With regard to the inquiries respecting the number of persons employed, amount of coals raised, &c., I cannot give answers, without assistance from those persons who are working the collieries. The Mining Company of Ireland is extensively engaged in the working of collieries; as a public body, I hope their respected secretary will be authorized by the directors to publish such information as he can give.

With regard to the metallic productions found within the province of Leinster, I have already described the situation of the principal places where mines are at work, and idle for want of capital and enterprise; I shall, therefore, only say to those who possess these requisites for mining, look to the counties Dublin, Wicklow, and Waterford, see what might be done in all, comparing the great extent, &c., to the lodes discovered, with the very limited operations carrying on. ADVENTURER.

[Cannot our correspondent say any thing of the Leitrim district, as to its collieries and ironworks.—Ed. M. J.]

PROJECTED HARBOUR AND RAILWAY ON THE NORTH-WEST COAST OF CORNWALL.

Our attention has been directed to this undertaking; the prospectus of which is ushered in under the auspices of Royalty, and which, we must acknowledge, has peculiar claims on our support from its being a national object, while the scheme (and we have taken some pains to acquire information) has all the appearance of feasibility, as far as the capitalist is concerned. That it will be of incalculable benefit to the community is an undoubted fact, and we trust that it will be to an equal extent remunerative to the shareholders. His Majesty, in allowing his name to be prefixed to a prospectus of this nature, affords another evidence, if such were required, of his desire to promote every object where the interests of his people are concerned; and in this case are they most intimately, when their lives and property, hitherto subjected to the frequent gales off the coast where it is proposed to erect the breakwater and harbour, are to be protected by the carrying into effect this project. Of the town of Victoria we can only express our hope that it will flourish, and that the Royal patroness after whom it is proposed to be named, may for many years live to witness its increasing prosperity. Of the railroad connected with the harbour we can say but little, if that the line of railway be continued to other lines now projected, so as to intersect the county, the advantages would doubtless be great.

Of the amount proposed to be raised, we have our doubts as to its being sufficient to accomplish these several objects, but as we believe it is not contemplated by the projectors that it will be adequate for carrying into effect their views to the full extent, we do not feel called upon to make any remark on the subject.

We understand the applications for shares have been extravagant; we believe we are right in saying to the extent of some 200,000 to 300,000 shares (6,500 being about the number); but this is only another proof of the extreme madness of speculators, or joiners, for how few know the merits or demerits of the undertaking.

FATAL ACCIDENT IN A LEAD MINE.—On Friday last, a miner, of the name of James Wood, of Wensley, near Matlock, was employed excavating in a lead mine; in the course of his operations a large quantity of stones and earth fell upon him. Though assistance was at hand, and the rubbish promptly removed from him, he was found quite dead. It is supposed from suffocation, as no bruises were observed upon the body. He has left a wife and three small children to lament their loss.—Doncaster Gazette.

REVIEWS.

London and Edinburgh Philosophical Magazine and Journal of Science, March, 1836.

We have perused this very valuable number of the Philosophical Magazine with more than usual interest and advantage; and we only regret that the limits to which we are confined prevent that extended notice of its contents which their variety and utility very justly deserve. The several papers abounded with information upon some of the most important subjects of scientific pursuit, and will amply repay the time and attention devoted to their perusal.

The first paper is by Dr. Faraday, "On the general Magnetic Relations and Characters of the Metals;" in which, having stated that he had long entertained an opinion "that all the metals are magnetic, in the same manner as iron, though not at common temperatures, or under ordinary circumstances;" and having enumerated several metals upon which he had made many experiments, and compared the results with similar trials upon iron and nickel, he observes, that "the experiments, as far as they go, justify the opinion advanced at the commencement of this paper, that all metals have similar magnetic relations, but that there is a certain temperature for each, beneath which it is magnetic in the manner of iron or nickel, and above which it cannot exhibit this property. This magnetic capability, like volatility or fusibility, must depend upon some peculiar relation or condition of the particles of the body; and the striking difference between the necessary temperatures for iron and nickel appears to me to render it far more philosophical to allow that magnetic capability is a general property of all metals, a certain temperature being the essential condition for the development of this state, than to suppose that iron and nickel possess a physical property which is denied to all the other substances of the class."

An article "On the Effects of Earthquake Waves on the Coasts of the Pacific," by W. F. Parish, Esq., will be found peculiarly interesting to the geologist, in the present unsettled discussion relative to the "upheavals of the sea."

From a paper "On the Repulsive Power of Heat," by H. F. Talbot, Esq., we make the following extracts on the Vaporization of Sulphur:—

"When a minute portion of sulphur is warmed between two plates of glass, it sublimates, and forms gray nebulous patches, which are very curious microscopic objects. Each cluster consists of thousands of transparent globules, exactly imitating in miniature the nebulae which we see figured in treatises on astronomy. By observing those particles which are larger than the others, we find their figure not to be spherical, but plano-convex, with the flat side to the glass. Being very transparent, each of them acts the part of a little lens, and forms in its focus the image of a distant light, which can be perceived even in the smaller globules until it vanishes from minuteness. If they are examined again after a certain number of hours, the smaller globules are generally found to retain their transparency, while the larger ones are become opaque, in consequence of some internal change in the arrangement of their molecules. There is a circumstance attending this experiment which deserves particular attention. Although the sulphur has been sublimed by heating it over a lamp between two plates of glass almost in contact with one another, yet the globules are found adhering to the upper glass only; and as their number amounts generally to many thousands, it is evident that the preference which they thus exhibit to the upper glass must have some strong determining cause.

"The reason of it is, no doubt, that the upper glass is a little cooler than the lower one; and by this means we see that the vapour of sulphur is very powerfully repelled by heated glass. The plano-convex form of the particles is owing to the force with which they endeavour to recede from the lower glass, and their consequent pressure against the surface of the upper one. I think this experiment is a satisfactory argument in favour of the repulsive power of heat, and I believe it has not been hitherto described."

The author, adverting to the Vaporization of Arsenic, observes, that "when a particle of arsenic is sublimed between two plates of glass, it forms nebulous patches, considerably resembling those formed by sulphur in the preceding experiment. But the microscope detects a great difference. Instead of a globular or semiglobular form, the particles of arsenic are crystallized. The minuteness of some of the crystals almost exceeds calculation. I would suggest the employment of this method to detect the presence of arsenic in minute quantities of matter. The difficulty of demonstrating its presence with sufficient certainty is shown by the number of chemical essays that have been written on the subject, while a particle of the size of a pin's head is amply sufficient to display this microscopic crystallization; and the form of the crystals being distinct and definite, the observer can soon make himself acquainted with their figure, so as to run little risk of mistaking any other substance for them."

In a paper "On the Anatomical and Optical Structure of the Crystalline Lenses of Animals, particularly that of the Cod," by Sir David Brewster, the Doctor advances an opinion which, being in opposition to that of Dr. Young and other anatomists, we are inclined to notice. He states that "the body of the lens is not connected with the capsule by any nerves or filaments whatever; on the contrary, it floats, as it were, within the capsule." An Abstract of a Memoir on Physical Geology, by W. Hopkins, Esq., enables us to extract the following observations on the effects of an elevatory force acting simultaneously at every point beneath extensive portions of the crust of the earth, in producing on it dislocations and elevations:—

"The phenomena with which we are chiefly concerned in these investigations are those dislocations of the crust of the globe, which we recognize more particularly in faults and mineral veins, or rather in the narrow fissures in which what is properly termed the mineral vein is deposited. The latter phenomena might, in fact, be almost entirely comprehended in the former, since it is found very generally, where mineral veins occur in stratified masses, that the strata are somewhat higher on one side of the vein than the other. In general this difference of level (not exceeding, perhaps, a few feet) is not sufficient to be designated as a fault, though it sometimes increases so much as to be considered such. In these cases it would appear absurd to suppose that the fissure of the mineral vein and the fault are not to be referred to the same mechanical origin, or that other veins in the same district should not be referred to the same cause as such an one as that just described, from which, except where the above-mentioned difference of level becomes great, they differ in no respect. It is also highly important to observe, that (as far as investigation has yet proceeded) where faults and mineral veins co-exist in the same district, they follow, with reference to their positions, precisely the same laws.

"I do not mean, however, to maintain that all mineral veins are necessarily to be referred to the same mechanical cause. I conceive that some of the Cornish veins—those, for instance, of St. Austine Moor—are clearly referrible to some cause quite distinct from that in which the veins of our limestone districts have originated. The latter possess, I believe, universally the characters which lead us to regard them as having originated, like faults, in dislocations produced by mechanical violence, while the former are almost totally destitute of these characters. It would, therefore, be absurd to conclude that these two classes of veins have necessarily had the same origin. It is not, however, from a priori considerations that these points are to be finally decided; but since the evidence of dislocation afforded by a fault is independent of its vertical magnitude, I cannot but regard the mineral veins of our limestone districts as indicative of dislocations in the masses in which they exist, equally with the faults with which they are so frequently associated. I therefore regard them in this point of view; the correctness of our doing so must, of course, be ultimately tested by the harmony which may exist between our theoretical deductions involving this hypothesis, and the phenomena which these veins actually present to us.

"The planes of these dislocations approximate, in the first place, to vertically; and, secondly, their horizontal directions bear distinct relations to the general configuration of the elevated district in which they exist. If there be a central axis of elevation, the directions of dislocations are approximately parallel or perpendicular to it, as is the case in most of our mining districts; and if there be a central point of elevation, these directions diverge from it as a centre. Such appears to be the case in Mount Etna, and the groups of the Cantal and Mont Dur. The lake district in this country probably affords a similar instance."

We regret we must pass over many other scientific communications, and also the numerous miscellaneous articles at the close of the number. We presume we have said sufficient to awaken attention and to excite inquiry on some of the most instructive parts of philosophical investigation.

HIGHEST MOUNTAINS IN THE UNITED STATES.—In an article published in the Raleigh Register, it is stated that the highest mountain in the United States is to be found in North Carolina. Mount Washington, in New Hampshire, has hitherto been accounted the highest mountain, its highest peak being 6,234 feet above the level of the sea. According to the writer in the Register, the loftiest peak of the Black Mountain, in Yancey county, is 6,746 feet above the level of the sea. The editor of the Register vouches for the respectability and science of the writer, and well remarks, that the fact itself is not so astonishing as that the discovery should not have been sooner made.

IRON.—In a foundry in Germany, it has lately been discovered that, by producing an evaporation of the chlorine, in smelting cast iron of the second or third quality, an iron of the first quality is produced. This new process has been tried in the forges of the Bes. Rhin with complete success. The value and importance of this discovery cannot fail to be appreciated by all iron-masters.

RAILWAYS.—There have been presented to the House this year fifty-seven petitions for railways, involving an estimated outlay of upwards of twenty-eight millions sterling, founded on which thirty-two bills have been read a first time; to the petitioners have been affixed names of 26,378 persons, 6,575 dissenters, and 7,475 non-dissenters.

SOUTH-EASTERN RAILWAY.—LONDON TO DOVER, BY TUNBRIDGE AND THE WEALD OF KENT, WITH A BRANCH TO TUNBRIDGE WELLS.

PROVINCIAL DIRECTORS:
CHAIRMAN—Pascoe St. Leger Grenfell, Esq.
DEPUTY CHAIRMAN—Edmund Halwell, Esq.
James Burton, Esq.
Henry Charles Morton Dyer, Esq.
Colonel Hodgson.
J. L. Prevost, Esq.
Mr. Sheriff Salomons.
MANAGING DIRECTOR—Captain Pringle, Royal Eng.
STANDING COUNSEL—The Hon. James Stuart Wortley.
ENGINEERS—H. R. Palmer, Esq., F.R.S.
ASSISTANT ENGINEERS—Peter W. Barlow, Esq.
SOLICITORS—Messrs. Clifton and Fearon.
SECRETARY—J. S. Yeats, Esq.

The Bill having passed the second reading, the Directors think it necessary to submit a short statement of some of the objects and advantages of their plan.—It is proposed to form a Railway to connect London with Dover; which, whilst it will open a direct and rapid communication with the Continent, will also, by its central direction, form a Main Trunk, from which Branches may be carried to the principal towns in Kent and East Sussex.

The line passes through Croydon and Oxted by Edenbridge to Tunbridge, thence in a direct line to Ashford, and thence to Dover, approaching Folkestone.

For about forty miles the line is straight and almost level, pursuing nearly the course proposed some years since for the Weald of Kent Canal, for which the late Mr. Rennie surveyed a line which would have been for upwards of forty miles without a Lock.

From Tunbridge a line has been surveyed to Maidstone, and is particularly advantageous as to Levels. By this means Maidstone would be reached from London in two hours.

The promoters of this undertaking are aware of the importance of Maidstone as a commercial town, and they are advised that the true line both to Maidstone and Dover lies through Tunbridge.

Having themselves originally proposed a line to Dover by way of Maidstone, and carefully investigated the country, they submitted the sections to engineers of the first eminence, who were decidedly of opinion, that the natural obstacles were such as to preclude the possibility of obtaining a good line in that direction.

They consider themselves, therefore, entitled to state with confidence, that the true line from London to Dover, and that by which the most extensive advantages will be given to Kent and East Sussex, is through the Weald of Kent.

From Ashford a natural and remarkably level line is found by the valley of the Stour for a branch to Canterbury, by which Canterbury would be reached from London in less than three hours.

The terminus at Dover is at a short distance from the Pier.
From the main line communications may with great facility be opened with Folkestone, Sandgate, Hythe, Rye, New Romney, and the Marsh, Tenenden, Cranbrook, and the towns and districts on and towards the south-eastern coast.

There is no canal or other water-carriage through the Weald of Kent.
The disinterested owners and occupiers along the line do not amount to more than eight per cent., and even this proportion has been considerably reduced since the return to Parliament.

The Directors view their plan as one of great national as well as local importance, not only as connected with the county of Kent, but as forming the direct channel of communication with France, Belgium, and the continent of Europe, by means of the railways which are known to be in immediate contemplation in those countries.

By order of the Board,
March 16, 1836. J. S. YEATS, Sec.

NOTICES TO CORRESPONDENTS.

We are compelled to defer several notices to Correspondents, and acknowledgments, until next week.
F. G.—Thanks.
E. E.—Not forgotten.
T. I. B.—Welcome.
MAP OF CORNWALL.—Information acceptable.

THE MINING JOURNAL, And Commercial Gazette.

LONDON, MARCH 19, 1836.

The excitement pervading the public mind with respect to railway speculations, would appear to absorb all attention; capital is applied to these projects, while MINING operations are neglected, if not forgotten. This, then, is the period for the capitalist to consider calmly the merits of the several adventures in the market, and, having made his selection, to avail himself of the moment when the concerns, so far as prices are affected, assume a gloomy aspect.

It is not necessary for us here to dwell on the advantages arising from the working of mines, the vast fortunes which have been realized, or the prospects held out by many of the undertakings now in activity.

Referring to an early number of the *Mining Journal*, it will be seen that the Consolidated Mines alone, in the twelve months' ending 30th June last, yielded 20,093 tons, producing 130,000*l.*; while the produce of Treasavean Mine was 13,100 tons, and the value 79,400*l.*, of which nearly two-thirds of the latter were divided as profits. The Corn Brea Mines, neglected for years, and abandoned by the Cornwall and Devon Mining Company, afford a striking illustration of the success attendant on mining operations in Cornwall; taken up, as they were, by a few adventurers, at a period when but few companies were in existence for working English mines, and when the aspect of mining affairs were far more gloomy than at the present moment.

Three years have hardly elapsed, and these mines have every prospect, in the next twelve months (after having repaid the outlay, and yielded large profits to the adventurers,) of making a return, after deducting all charges, of some 30 to 40,000*l.* We can only wish equal success to the several adventures, for the titles of which we must refer to our share list.

We last week adverted to the project of the construction of a Canal from Birmingham to London, and we now return to the subject, having before us the prospectus. It would appear, as we asserted in our preceding number, that this project is not only supported by, but originates with, the iron-masters of Staffordshire; and without entering into detail on the present occasion, it may be well to observe on the undertaking, so far as regards the interests of London and that mineral district, assuming as we do that for it to be beneficial to the inhabitants of London, and to the iron-masters and coal-proprietors of Staffordshire, it must be attendant with advantages to the shareholder. Another object we have more particularly in view, is to direct attention to the circumstance of the formation of a Canal between two points where a Railroad is now forming; and here it may be well to remark on the advantages possessed by both these modes of conveyance, and how far they are desirable. The Railway affords to those, where speed is the primary object in the transport of passengers or light goods, advantages over every other mode of conveyance; because where time is gained, the additional cost attendant is but of little moment. The Canal conveyance, on the other hand, enables the manufacturer to transport his goods at one-half or one-third the cost, and, except in particular cases, with an equal degree of certainty, although not in so short a time. We will for a moment consider the London and Birmingham Railway and the projected Canal; and we do this that our readers, who have the railway-*mania* upon them, may form their estimate on the returns of Railways, excluding, as in many cases they should do, heavy

goods, which may be at all times more advantageously forwarded by water conveyance.

It is acknowledged, we believe, that the wear and tear on the transit of heavy goods is considerable; that (in but few instances) no benefit is derived by their quick delivery, and that on pig-iron, castings, coal, &c., it is the cost of carriage which is the important item that affects the manufacturer or proprietor. We will, in illustration, take the scheme now before us. The Canal projectors consider that they can reduce the freight or carriage of materials, such as those referred to, to 10s. or 12s. per ton; now, if these were to pass over the Railway, we should find the cost would be from 30s. to 40s. per ton, assuming 3d. per mile on 114 miles, as including cost of toll, carriage, &c.; which charge would be so heavy as to preclude the Staffordshire district from competing with Wales and Scotland with regard to iron—the freights from which ports are even at this moment nearly fifty per cent. lower than those paid by canal conveyance from Birmingham to London. If the expectations of the parties interested be realised, coal may be delivered in London at from 15s. to 20s. per ton, while iron will be reduced 10s. to 12s. per ton, and thus allow the Staffordshire iron (generally admitted as superior to the Welsh) to compete with the latter, which now, from the difference in freight, has the advantage. But we have not space to dwell on the subject. It is the practical knowledge, and the importance of that interest from which the undertaking has emanated, that first attracted our attention, and induced us to notice it in the *Mining Journal*; and, in conclusion, we would only observe, that this determination on the part of the Staffordshire iron-masters, affords a strong evidence that the present price of iron (in some degree maintained by the understanding existing between the English and Welsh iron-masters) must not be relied upon, for, as has ever before been the case, the union will be found only to be a *rope of sand*. The very act to which we refer is one which proves that the Staffordshire people have some regard for their own district; while we may, we think, unhesitatingly hazard an opinion, that if the undertaking be carried into effect, and which we cannot doubt, much benefit must ensue to all parties concerned.

THE FUNDS

CITY—SATURDAY MORNING.

Consols for money closed at 91½; for account they are 91½; Exchequer Bills 20 22; East India Bonds 4 6. pm. Spanish active Bonds, 47, to 47½ and for account 47; Deferred 22½; Passive 15½. Portuguese Five per Cents. have been sold at an advance from 78½ to 79, and the Three per Cents. at 48½ 49½. Dutch Two and a Half per Cents. left off at 56½, and the Five per Cents. at 103½. Colombian Stock 31 to 32, and Mexican 33 to 34. There has not been much business doing in the Railway Shares. The Great Western have improved from 26 to 28 pm., and the Brighton (Stephenson's) to 10 11 pm. per Share. In the other Shares there has not been any variation of consequence to-day.

The demand for Railway shares is in some degree abated, and the Liverpool and Manchester folks appear to be exercising that discretion for which we ever gave them credit: indeed, it could not be contemplated that they would make large purchases in the market without contemplating sales: they are too mercantile not to know their business, and they now appear to have a (very natural) desire to realise; the consequence of which is a decline in prices here. The formation of Joint Stock Banks, which we should not be surprised, ere long, will rival the Railway schemes, appear to be favourites, Home, the Continent, and even Africa, attract equal attention. The movement of the London and Westminster Bank, which, by-the-by, are issuing shares at 45 premium, taking advantage of the excited state of the market; the advances making by others, and the formation of numerous projected undertakings of this nature, have particularly attracted the attention not only of the proprietors of Bank Stock, but also the Bank parliour. An opinion generally prevails that advances will be made by the Joint Stock Banks to carry the Railway projects into effect: what may be the consequences attendant it is hard to foresee.

LATEST INTELLIGENCE.

TRURO, MARCH 17.—The average standard this day is 122*l.* 3s.—Average produce, 8.—Average price, 7*l.* 0s. 6d.—Quantity of ore sold, 2269*l.*—Quantity of fine copper, 212 tons, 11 cwt.—Total amount of sale, 18,623*l.* 11s. 6d.

Swansea.—The standard has given way a little. The amount of ores sold this day is 18,326*l.* 13s. 6d.

CALLINGTON, MARCH 17.—The excessive stormy weather has had a very considerable and injurious effect on our mining operations in this district; precluding, in a great degree, any work being done at surface. At Holmbush they are ready to make a further shipment of 150 tons this week; of the quality of which report speaks well. At Wheel Brothers they are driving on the lode, which is increased in size, being about two feet big; the water is not yet down from the rich *stak*, but this must shortly take place, when ores will be raised to a considerable extent. Wheel Sisters bids fair to rival Wheel Brothers in her best days.

At Danescombe, I understand the engine goes to work in about a fortnight. I should observe that at Holmbush they have a new lode (lead), which promises well, and the *flours* have a good appearance. At Redmoor, I learn there is an improvement in the lead lode. They are getting on at the Tamar Consols, and East Cornwall promises well; but there is yet work to be done ere they can sample. There is much talk about some of the new concerns. Query—Are there not enough?

SCIENTIFIC MEETINGS.

SOCIETY OF ARTS.

MEETINGS OF COMMITTEES.

Wednesday, March 23.—POLITE ARTS, at twelve o'clock precisely.—On the claims to premiums. (To this committee no visitors can be admitted.)

Thursday 24.—MECHANICS, at half-past seven o'clock.—On Mr. Heineken's medal lathe.—Do's rose-engine chuck.—Mr. Jones's spring wooden leg.—and Mr. Morton's brick as a substitute for bond timber.

Saturday 26.—CHEMISTRY, at half-past seven o'clock.—On Mr. Newman's safe lamp for miners, the renewal of premiums, and other matters.

Thursday 31.—MECHANICS, at half-past seven.—On Mr. Pearce's disengaging hook for a chain cable.—Mr. Gratton's instrument for the use of miners.—Mr. Bayley's instrument for transposing music.—Mr. Robinson's harpoon.—and any matters that may remain from former committees.

Saturday, April 2.—MISCELLANEOUS MATTERS, at half-past seven o'clock.—On the nomination of chairmen to the several committees.

ROYAL INSTITUTION OF GREAT BRITAIN.

March 25.—April 15, 29, 29.—May 6, 13, 20, 27.—June 3, 10. To meet in the Library, Albemarle-street, at half-past eight o'clock in the evening.

ZOOLOGICAL SOCIETY OF LONDON.

FOR GENERAL BUSINESS.—April 7th. May 5th. June 2nd. July 7th. August 4th. September 1st. October 6th. November 3rd. December 1st.

FOR SCIENTIFIC BUSINESS.—April 12th and 26th. May 10th and 24th. June 14th and 28th. July 12th and 26th. August 9th and 23rd. September 13th and 27th. October 11th and 25th. November 8th and 22nd. December 13th and 27th.—The anniversary on Friday, April 29th, at one o'clock.

SMEATONIAN SOCIETY OF CIVIL ENGINEERS.

April 20th. May 18th. June 15th. Dinner at six o'clock precisely.

LECTURES AT THE LONDON INSTITUTION.

CHEMISTRY.—March 24th, 31st. April 7th, 14th, 21st, 28th. May 5th.

CONVERSATIONS.—March 23rd. April 6th.

LEAD.—The lead market is very brisk, and every description continues to rise rapidly in price. British pig has obtained a further advance of 20s. per ton during the last few days; sheet (milled) 10s. per ton; and bar 10s. per ton. The different kinds of patent shot have also advanced 10s. per ton.—*Newcastle Journal*.

ON VENTILATION OF MINES.

In making the following extract from our contemporary, the *Glasgow Liberator*, to which we adverted last week, we have to thank him for drawing our attention to the letter, being on a subject of so much importance as that of ventilation. We give it ready insertion, and trust that the columns of the *Mining Journal* may be the medium of communicating the results of the practical experience of our numerous readers, which may tend to effect the humane object of the writer in the preservation of life.

IMPORTANT TO MINERS, AND TO THE HUMANE PUBLIC IN GENERAL.

The following communication we earnestly recommend to the serious attention of proprietors of mines, and of the operatives whose lives, notwithstanding the "Davy lamp," are so frequently in jeopardy, from the want of proper ventilation. We also request the Editor of the *Mining Journal* to copy the same; and any communication addressed through the *Liberator*, addressed to Mr. Hendrie (post paid), requiring further information, will be attended to.—

TO THE EDITOR OF THE LIBERATOR.

Sir,—I beg to address you on a subject of considerable interest, which I am surprised has so long escaped a proper investigation, especially when it is considered that in the subject referred to is involved the lives and welfare of a great portion of our fellow men—I refer to the ventilation of mines, and the prevention of explosions of fire-damp, and the unwholesome effects of choke or black-damp.

The frequency of accidents from these causes, both in England and Scotland, during the last year, has attracted some attention to the subject; but I have not yet seen any proposition of an effectual remedy to counteract the evil.

As a mason and builder, I have been employed in the ventilation of buildings; and, I flatter myself, have been eminently successful in that branch in the west of Scotland. I have long considered the subject of ventilating mines, and it appears to me that I should not have greater difficulty to encounter in an under-ground working—and I feel certain on the subject, as I have long been accustomed to mines and excavations.

With a few variations, which are very simple, I am confident of being able to find a most complete and cheap remedy—where the current of fresh air and the escape of the foul gas would be so equally and regularly kept up, that not the slightest danger in future need be apprehended.

But the remedy I propose being so cheap and simple is the reason of my troubling the public, as I am certain, if one mine only was ventilated on the system I propose, it would immediately become public—every one would see the advantages to be derived from it, and adopt them at once, without producing any equivalent remuneration to me.

I would therefore propose that the proprietors of mines, and the public generally who are interested in the welfare of those employed in mines, would appoint a Board of Investigation, to the consideration of which I would submit my plan, on the condition that, should it be found effectual, I would receive due remuneration, and the plan be immediately promulgated as widely as possible; otherwise, I am prepared to forfeit all credit for thus submitting a matter of such importance to the public.

I am, Sir, &c.
Glasgow Liberator, March 5. JAMES HENDRIE.

MR. MANTELL'S LECTURE AT BRIGHTON.

On Saturday last this gentleman delivered a lecture at the Old Ship on the fossil remains of a crocodile lately discovered embedded in a block of stone at Swanage in Dorsetshire. The attendance was extremely good, the room being crowded to excess. Mr. Mantell commenced his discourse by refuting the objections absurdly entertained by some narrow-minded persons against the study of geology, on the ground that it led to conclusions which were at variance with the testimony of the Sacred Scriptures. He proved, however, in the most satisfactory manner, that while geology in no instance tended to invalidate the statements of Holy Writ, it served in many important instances to strengthen and confirm them. His arguments were extremely ingenious and conclusive, and extended to a very considerable length. Indeed, candour compels us to acknowledge that we thought them somewhat too extensive, and we regretted that a man of his high philosophical attainments should devote so much of his time and talents to combat a prejudice which can have no place in any liberal mind. The lecturer next proceeded to explain the geological structure of this part of the kingdom, which, he observed, was peculiarly rich in fossil remains; and he then turned his attention to the remarkable fossil fragments of the skeleton of a crocodile, which formed the subject of his lecture. It appears that some workmen, while recently employed in splitting a portion of sandstone, at Swanage, discovered these fossilized bones embedded in the substance of the stone. The discovery became known, and R. Trotter, Esq., of Borde Hill, near Cuckfield, in this county, having occasion to visit the spot, purchased the curiosity, and liberally added it to Mr. Mantell's Museum. Mr. M. then gave an anatomical demonstration of these curious remains, with an accuracy and precision which evinced how large a share of attention and study he had bestowed on them. He observed that the creature was a native of this country, and had existed here at a highly remote period, at which time the climate of these regions must have been similar to that of the West Indies at this moment,—that this country must then have abounded in gigantic forms, and that the whole face of nature must have borne an aspect and a character the very reverse of those which it presents at the present day. His discourse abounded with eloquent and interesting passages, which we regret we have not room to insert; but we cannot refrain from adverting to two, which were of surpassing merit. The one was the beautiful imagery of the moon on the waters, which to our vision seems only to irradiate the line placed before our own eye, though in reality it illumines the whole surface of the stream; and the observation which accompanied it, that happiness was, probably in like manner, equally diffused over the whole extent of creation, though to our imperfect vision one race of creatures might seem more favoured and more happy than the rest. The other passage was the beautiful and well-known induction of which Baron Cuvier is the author, by which the scientific observer is enabled to determine from a small portion of bone (though probably it may be exceedingly obscure and minute, compared with the general structure) the size, form, nature, and habits of the creature to which it belongs. These, and other parts of the discourse, were marked by the general approbation of the auditors. Having concluded his lecture, Mr. Mantell proceeded to advocate the claims of the Literary and Scientific Institution about to be established in this place; and, adverting to some remarks which recently appeared in this journal, he declared that he was actuated by no considerations of a selfish or pecuniary nature, but that he was influenced solely by the wish to extend the advantages of science. He urged the merits of the society at a length which it would be inconvenient for us to follow, and with a degree of zeal and eloquence, which evidently produced the best and most favourable impression on all who heard him.—*Brighton Guardian*.

On Friday forenoon, about eleven o'clock, while the workmen in the Mingle Pit, near Bridgeness, were at work, it was discovered that water was making its appearance in rather unusual quantities, and on one of the men tasting it with his finger the salt taste instantly showed that the sea was making an inroad. The numerous workmen quickly left their labour and ran towards the shaft, and we are happy to say that they all succeeded in escaping with their lives, and without sustaining any material injury. The water soon entered with such immense force, that a great quantity of timber (it is said about 50*l.* worth), besides all the materials in the way of the subterranean flood, was borne up the shaft, and within three hours the water had nearly reached the surface. A large steam-engine of about 1,000*l.* value, which had been but lately erected, has been totally destroyed, but, independent of the more immediate damage, it is lamentable to think, that the families of several hundred industrious workmen have been thrown destitute. It is well known that these pits, like many others in the neighbourhood, are sunk to a great depth, and penetrate beneath the Forth.—*Scotsmen*.

ADHESION ON RAILWAYS.—At the last meeting of Civil Engineers, the subject of "adhesion on railways" was considered. A great increase in the power of the engines in drawing loads after them, was stated to arise from the use of wrought iron rails, and wheels hooped with wrought iron, instead of cast. The Planet engine was instanced, weighing seven and a half tons, and drawing after her 150 tons. The proportion of ordinary weight between the engine and load, might be called one to seven, though one to eleven was a fair representation of the power of traction as a maximum in favourable weather upon a level. Case-hardening had been proposed for the rails, but had been abandoned, in consequence of the chills which answered perfectly at first, losing their effect by the repetition of the process, so that the case-hardening was not equally effected. The greater endurance of work by wrought iron, in the wheels of common carriages, was noticed; and it was stated, that were cast-iron wheels on railways would last only six or eight months, wrought iron would serve, at the same work, three or four years. The Firefly engine had run eighty days, 120 miles a day, without a change of tire. The wear on the rail of the Manchester and Liverpool line was stated 1-120 of an inch in depth per annum. The flanges rarely come into contact with the rails; one of the oldest wheels being taken off a carriage, the marks of the turning tool were found on the flange. The comparative wear of wheels on common roads and on pavement, was mentioned, being greater on the former, as the pavement presented part of the advantages of a railway, the action on it being chiefly in successive blows, while the flinty particles of a common road caused a constant grinding.—*Athenaeum*.

MINING CORRESPONDENCE.

ENGLISH MINES.

SOUTH WHEAL LEISURE MINING COMPANY.

March 12, 1895.—I beg to state that the building of the engine-house will be completed by the end of next week. In clearing the old workings at Andrew we are down to a depth of about six fathoms from surface, but not attained to the bottom; we find at that level two lodes, viz., a gozzan, about two feet wide, of a promising nature, and a tin lode, one foot big, which, report says, has produced some parcels of tin, even at so shallow a level, and, from what can be seen of this part of the sett, I have a great hope will prove a most desirable object, in addition to the primary one.

RICHARD ROWE, JUN.

FERRAN CONSOLS MINING COMPANY.

March 14.—We have in our east end, on Anthony's lode, this week, been cut out by the same course or vein that removed Mudge's lode, which I mentioned a fortnight ago, and it is evident that this course leaves the eastern part south, but how far I cannot just now ascertain; however, I expect we shall cut these lodes again within this month. The levels we are driving westward on Mudge's, Anthony's, and Bice's lodes, are just the same as last reported.

JAMES GRIPE.

EAST CORNWALL SILVER MINING COMPANY.

March 14.—We have forked the water to the top of the pent-house at the sixty-five fathom level. The weight of lifts would not pass through it, and we are clearing the shaft of the old pumps, &c., and shall so far cut through the pent-house as to drop our pumps to the bottom on Wednesday, and, within twenty-four hours after, we shall have drained the mine to the bottom. As yet we are doing nothing in any of the levels or banks.

JOS. MALACHY.

POLBREEN MINING COMPANY.

March 12.—I beg to hand you the following particulars relative to the proceedings of this mine. Stainsby's engine and Vice's flat rod shafts are now nearly six fathoms under the adit; the ground in both is favourable for sinking, and the water easy. Thomas's shaft is nearly four fathoms under the middle level, and we hope to effect a communication here, to the deep adit, by the end of April, which, when accomplished, will be a most desirable object, as we are now obliged to suspend the deep adit, driving west, for want of air. In the bottoms we are deausing the lode; at the last breaking, however, the prospects were very flattering, having a lode two feet wide, producing rich work for copper. I regret to add that, owing to the delay of the founders in not forwarding the necessary castings for the engine, we are by no means getting on with the erection of that machinery as expeditiously as I could wish.

RICHARD ROWE, JUN.

REDMOOR CONSOLS MINING COMPANY.

March 14.—Johnson's shaft is being sunk under the thirty fathom level, in favourable ground. There is a further improvement in extending the twenty and thirty fathom levels north and south of Johnson's shaft, on the lead lode; the lode in these levels is from ten to fifteen inches wide, producing very good silver lead ores. The favourable ground continues in sinking the engine-shaft below the twenty fathom level, and in the cross-cut driving south from that shaft the ground is softer than on the 7th inst.

WILLIAM PETHERICK.

TAMAR SILVER LEAD MINING COMPANY.

March 14.—We have completed the plunger lift, and have dropped the sinking lifts below the forty-five fathoms level. We hope to be prepared to drop them to the fifty-five fathom level in the course of about a week. On these levels being drained and cleared, we shall commence extending them on the course of the lode to the southward.

THOMAS PETHERICK.

EAST WHEAL STRAWBERRY MINING COMPANY.

March 14.—Trewethen lode, during the last week, has considerably improved, not only in the pitch in the back of the seven fathom level, but in that level driving west of Roberts's shaft, where the lode will now yield about three tons of copper ores per fathom, exceeding 6l. per ton. The tributaries in the back of the adit on this lode, and also at Orchard on the tin lode, are doing very well at their respective tributaries. We are preparing the copper and tin ores as fast as possible for sale. Grout's engine-shaft is twenty-six fathoms below the adit level, and we are extending a level from that shaft to Grout's whin-shaft.

WILLIAM PETHERICK.

ALBION MINING COMPANY.

Albion Mines, March 15.—I am happy to inform you we find a continuation of the ore in the forty-seven east from shaft on the counter lode, and in the back over this end; we expect some good returns from it. The lode in the rise in the back of this level will produce about two tons per fathom. The forty east and west from shaft (each) produces a little ore. The winze under the forty fathom level west from the cross-cut, on the north lode, will produce about two-thirds of a ton per fathom. We find the pitch under the forty-seven fathom level west from shaft still looking well, and hope at the end of the present month to sample fifty tons. The appearances in the other parts of these mines remain unaltered since my last report.

J. MIDDLETON.

ROCHE ROCK MINING COMPANY.

Roche Rock Mine, March 14.—According to my former report, we shall sell fourteen tons of tin this week. The levels and pitches throughout the mine continue to present very favourable appearances; the back of the sixty fathom level on the north lode has considerably improved; should the present prospects of the mine continue, we may calculate on having a still further increase of tin, monthly. We are using every means to communicate Campbell's shaft with the levels in the eastern part of the mine. J. TRESTRAIL.

ST. HILARY MINING COMPANY.

St. Hilary, Guisener, March 12.—I have the satisfaction of stating that yesterday communicated (by means of the side-tye) we were driving past the old engine-shaft at the two fathom level) with the cross-cut formerly driven south at that level, to cut Wheal Leeds south lode, and which we find has been driven eleven fathoms: from the appearance of the underlay of the lode at the adit, we have to drive four or five fathoms further to cut it; and I have given directions for its being done with all possible speed, as that lode is all in whole before and above as far as twenty fathoms high; it seems the report is correct of the former workers being unwilling to hazard the cutting the lode at that level for fear of the water accumulating faster, as their engine was overburdened and nearly overpowered at the time. The men continue to make good progress in sinking the new engine-shaft to the thirty fathom level: they are about seven fathoms under the level. The tributaries are making wages.

C. BEATER.

KERROW MINING COMPANY.

Kerrow, March 14.—Nothing of importance has occurred in this mine since our last report. Our engine-house is raising as fast as circumstances will permit, and the whole of our surface work is progressing in a fair way; and I might add, that we cut in our cross-cut, driving south from the main lode, a branch about one foot through, with a promising vein of tin in it.

RICHARD RODDA.

BRITISH TIN MINING COMPANY.

Great Wheal Venture Mine, March 14.—We have holed Turton's winze to the twelve fathom level, and have cut through the lode in our cross-cut: it is about nine feet big in the back, producing some good work, but it appears to be in a disordered state by means of this great slide. We shall continue to drive our cross-cut north towards Paul's Well shaft, as we shall by so doing ascertain whether there is any part of the lode farther north. We shall also continue to drive on the south part of this lode, to intersect the counter, which will be done, I hope, in the course of another month: this part of the lode is from eighteen inches to two feet big, tinn. The ground on Fagan's east is not quite so favourable; the lode is from two to three feet big, producing tin stuff. The ground on Fagan's west is spare; the lode is much the same as last reported (worked by two men). The ground on Glow Hill lode is much the same; the lode is twelve inches big; much the same as last week. We have cut Glow Hill lode in the engine-shaft; we are into it about three feet; the lode is kindly, and produces tin.

J. BRAY.

REDRUTH UNITED MINING COMPANY.

Wheal Uny, March 14.—The lode in the engine-shaft continues large, and more promising to produce copper ores: at present we are saving and dressing the lode. The lode in the thirty-two fathom level west of the engine-shaft is large, with a small quantity of copper ores, and has a more favourable appearance than it has had for some time past. The lode in the thirty-two fathom level east of the engine-shaft is about five feet wide, producing tin ores. The lode in the twenty-two fathom level east of the engine-shaft is about three feet wide, producing tin ores. The lode in the twenty fathom level west of Cock's shaft continues to produce about one ton of copper ores per fathom. The lode in the twelve fathom level east of Gooding's shaft is about six feet wide, with a small quantity of copper ores in it. At Cljish we have drained the twelve fathom level, and find we can pass through it east and west of the engine-shaft about fifty fathoms: at that extremity the ends are choked with attle or deads; the lode in the back of the level is taken away about thirty fathoms in length. At Buller's we have drained the shaft about six fathoms under the adit level; and are clearing, opening, and securing the said shaft, to drop the lift farther down. I have received the accounts and reports from the annual meeting in London, and they are at Wheal Uny's counting-house, where they may be inspected by any adventurer who wishes to see them.

R. GOLDBORTHY.

TRELEIGH MINING COMPANY.

March 12.—The severity of the weather through the week has retarded the progress in building, but the masons are getting on as well as can be expected, and we hope to be prepared with the engine-house as soon as we can have the castings. I understand the founders are getting on with their work

very well; the boiler is in a forward state, and a good deal of the small gear work is made; they intend casting the cylinder some day next week.

In the engine-shaft we have commenced cutting a pit at the ten fathom level: the water and ground are much the same as mentioned in my last report. On the south lode the men have extended four feet, and are daily saving a little ore from the end. On the north lode our prospects continue good; the lode in the end is twelve inches wide, good work; the men have driven five feet, and we are stopping the back of this level by four men; the lode is ten inches wide, good work. At Wheal Stranger, the western-end men have been taking down some lode in the side of the level, and discovered a north branch, good for ore, in sinking, but cannot follow it down, on account of the water.

W. SINCOCK.

CORNWALL GREAT UNITED MINES.

Eastern District, March 15.—Our main lode at Wheal Prosper is at present rather smaller than last week, but in a beautiful strata of ground. About five fathoms before us there are immense workings, made by the old men at the surface; in consequence of that we expect our lode larger and better in a few days. Our south lode is still large and tinn. The men in the back are raising a quantity of good tin stuff. We are accumulating on our stamping-mills very fast. Wheal Jenkin tributaries are breaking a quantity of tin stuff, as usual. In driving the adit west, we have part of the lode in the end; it is very kindly, and produces tin. We have now put the men to cross-cut through it. I shall be able to say more about this lode in my next. Our carpenters are getting on with the stamping-mills as fast as possible. Other surface operations going on much the same as last week. We do not intend to return our tin until next week. The Wheal Prosper tin, stamped at Claunacomb, will be of superior quality to any we have yet returned. The quantity will be much the same as last time.

JAMES CLYMO.

WEST WHEAL BROTHERS MINING COMPANY.

March 12.—It gives me pleasure to inform you the ground in the cross-cut at Lowe's silver shaft is getting better; the spar is decreasing fast as we approximate the lode, and the killas now in the end will admit us to make greater progress than during the last fortnight. I think the silver lode will be intersected within the six fathoms, and we have driven about three fathoms two feet. The pit at the twenty fathom level will be finished next week, and the flat rods ready to affix to the steam-engine, if the surface water should be insufficient for the wheel. The twenty-three fathom level going east is set at 5l. 10s. per fathom, when the stuff is cleared, which is now in the level. I will put four men to drive west also, as the lode is large and kindly going that way.

JAMES CARPENTER.

NEW SOUTH HOGE MINING COMPANY.

We have sank in the new shaft two fathoms this week, and cut the lode in two places, at seventy-seven fathoms asunder. In the first pit it is about two feet six inches big; in the second one foot six inches, with gozzan, fluccan and spar. The lode runs about one mile and a quarter in the set.

HAYLE CONSOLS MINING COMPANY.

March 14.—Ellward's engine-shaft, at Busworgie mine, is being sunk at a satisfactory rate, and, I am happy to say, as we sink, the quality of the lode considerably improves; for eighteen inches wide it may at this time be fairly pronounced a good course of tin ore. At the adit level, on the north lode, we have also a branch of tin ore, about eight inches wide. In the fifteen fathom level, east of Ellward shaft, the lode is large, and of a very promising character, producing occasionally stones of copper ore; and, I may add on the whole, our prospects in this mine are brightening fast.

At Trevidgia mine we are driving on the fluccan at the ten fathom level, to intersect all the southern lodes, which we have reason to hope will ultimately yield well.

WHEALS HARMONY AND MONTAGUE MINING COMPANY.

I have some satisfaction in stating that our sampling this month may possibly exceed eighty tons of copper, and that some of the pitches have improved. We shall make no sale of tin till next month's take is out; then we must sell in the stone, until we get our stamps in play. The price of tin is just now so high, that it would be folly to keep the stone in store until we are ready to stamp; especially as the produce of the tin will, in a great degree, provide for the current expenditure.

G. ABBOTT.

BORINGDON PARK MINING COMPANY.

March 12.—We have cleared and secured the adit east to the end which has been driven sixty fathoms. The lode throughout is large, and of a very promising character—gozzan, lead, &c. The tin is such as we cannot work in; and we have commenced sinking an air-shaft from the surface to come down on the end, for the double purpose of ventilation and drawing the stuff, and which will be continued as a regular working-shaft for the mine, the same being 100 fathoms east of the engine-shaft. In constraining the surface part of the mine, I feel a pleasure in informing you that we have discovered a second lode, about six fathoms south of the lode formerly worked on, which is from three to four feet wide—a very kindly gozzan indeed; at the surface a parallel lode, and similar underlay (or declination) as the one worked upon. I am not aware that any thing of this lode was ever seen by the former proprietors of the mine, by any works below the surface; it is very evident that it was never discovered at the surface by them, as we cannot trace any works. This is a most important discovery, and as soon as we have drained the mine to her former bottoms, we shall drive a cross-cut south from the shaft to intersect the new lode, which, from its surface appearance, there can be no question as to its turning out a prize.

JOSEPH MALACHY.

ENGLISH MINING COMPANY.

Great St. George, March 15.—The following is the present state of the underground operations of the several mines.—In consequence of the summer having been otherwise engaged, nothing has been done at the seventy fathom level, east of Humphries, since the setting. The side level at the forty in the same direction, at the present moment, small and poor; from the appearances, however, of the pitch working over this level, and somewhat ahead of the end, there is every prospect of some good resulting from the operations in this quarter. Though several very good stones of ore have been broken from the thirty fathom level west, on Callaway's lode, during the past week, yet now the end is poor; a considerable degree of irregularity having characterized the lode for the last day or two, consequent, most likely, upon its near approach to the slide. Throughout the whole of the past an horizontal branch of a most prepossessing appearance has been driven upon, in the level extending south, at the ton, east of Goyen. It has produced some tons of excellent yellow ore; and should it be (as we expect) an auxiliary to Callaway's, results of a most favourable nature will inevitably attend the intersection of that lode. The pitches upon this lode, working by Williams and Osborne, one east and the other west of Goyen's cross-cut, are looking most extraordinarily well, that of the former being better than ever! The same lode has likewise been discovered in the pitches working by Carter and Wilkin, to the east of Goyen's shaft, at a deeper level, and will be the means of securing to our, if not to both of the parties, a very admirable "sturt"; in fact, the presentation of this lode in so many new points, tends to invest the neighbourhood of Goyen's shaft with a more than usually interesting character. The appearances of the eleven fathom south mine are still unfavourable, the lode containing neither tin or copper. Nothing new has transpired at East St. George, the lode being merely one foot big, of capel, jack, and muddle; a stone or two of ore, however, is to be seen occasionally. The ground at the adit level, Campbell's shaft, remains exceedingly hard, and in consequence of the water not being in "fork" at the south mine, nothing has been done since the setting at the bottom of the eighty fathom level. The tributaries' ground is richer than any thing we have seen for many months, and will produce for the next sampling a very large quantity of ore, and that of a quality superior to our general average.

The state of operations at Wheal Prudence is better than usual. The water being less troublesome than anticipated. The winze at the bottom of the fifty-two fathom level is getting on pretty well, and is sinking through a lode four feet wide, of good yellow ore, producing perhaps five tons per fathom. The thirty-two fathom level, on the north lode, looks somewhat more promising than when last reported, is three feet wide, and will now yield two tons of ore per fathom. The cross-cuts at the twenty-two and adit levels are passing through much the same sort of ground as usual, and the tributaries, it is supposed, are realising a very fair remuneration for their labour.

At Wheal Leisure a very excellent branch has been cut at the thirty-six fathom level, west of May's shaft, or Michell's north lode.

FOREIGN MINES.

ST. JOHN DEL REY MINING COMPANY.

Mine, Dec. 13, 1895.—I stated in my last that I intended bringing under the consideration of the captains, the expediency of moving the pumps to the north side of the shaft two fathoms, in order to avoid taking out so much poor ground. This I have done, and it does not appear expending, in as much as it would require, it is said, near two months to remove the pumps, numerous arrangements being necessary to carry such removal into effect; moreover, the Quetra Panella will, a few fathoms deeper, cross the present sump, I have, therefore, abandoned the idea of making any alterations in this shaft, excepting that it is determined to carry the shaft down much smaller than it is at present, so as to take out no more stone than is necessary therefrom. Mr. Crickett has been making similar experiments on the stone from the Bahu end west, to those on the Bahu stone, but I do not consider them sufficiently conclusive, so they will be repeated. The stone being broken from an end comes out in small quantities.

In the Vinagrado we are at a loss. We have risen up to within nine feet of the bottom of the shallow adit, still through whole ground. Our information had led us to believe that the old bottoms were within three fathoms of the bottom of our shaft. We shall now sink from the surface to the old bottoms, and see what information we obtain by this means. In the mean time, I propose proving to a considerable extent the lodes opened in the

Vinagrado level, although they do not show any thing considerable at present, the formation is most promising. Whether these lodes have any connexion with that we are in search of, remains to be proved. So soon as more pumps can be made, the Vinagrado shaft will commence sinking. The deep adit will proceed as soon as air-pumps can be made.

Mechanics' Department.—The Warre stamps and bonds will go to work on the 19th inst. I have offered a premium to get it to work by that date.

Production.—This has risen lately, principally in consequence of the little stuff coming from the shaft. The ore from the stopes consequently rising more pure. I must see the experiment made on the stone from the Bahu end west, before I can say much respecting the future produce. The Warre stamps will necessarily assist us a good deal, for stone of some quality or another there will be no want.

CHARLES HERRING, JUN.

Since addressing you on the 13th inst. nothing particularly new has taken place. The experiments on the stone from the Bahu end west have been re-made, and twenty-four hours' stamping in the Louisa yields sixteen ounces. This was obtained during three successive days; the stone came from the middle of the lode, and is better than was anticipated. I will now have the sides of the lode tried. I scarcely think they are so good as the middle; if they are, then I see no probability of the produce falling on an average below its present amount, with the same number of stamp-heads, viz. twenty-four. These stamp out daily about twenty-one tons of stone, and yield from seventy to eighty ozs. gold per diem, exclusive of hank, which will average about eighteen ozs. per diem. To raise this quantity of twenty-one tons per diem of hard stone (pure ore without admixture of slate from the shaft or elsewhere), you will see that it will require forty-four men boring, that is working the Bahu stopes, Bahu cross-cut in the lode from the shaft, and Bahu end west, wide month, attached to the mining report.

This produce, Heath tells me, may be kept up indefinitely, no alteration taking place in the lode. The Bahu shaft and west pillar may perhaps supply a six-head stamps with poor stuff, say eight ozs. per diem, inclusive of the tank, making the probable daily produce (including tank) about 100 ozs. It will be observed that this produce is supplied almost solely from the Bahu, there being no stoping in the Bahu end west, alias Quetra Panella lode. When this lode is laid open it will give room for at least as many stopes as the Bahu, but the driving proceeds extremely slow—the progress is almost imperceptible. At the end of the year it will be measured, as well as the workings of the other parts of the mine.

Production.—This is now between seventy and eighty ozs. daily, and, excepting lets for holidays, and heavy rains, is likely to continue so.

Mechanics' Department.—The Warre stamps are not at work; it appears that Clarke could not calculate all the little minutia, and all the alterations required by Mr. Hocheder; but every thing is in a forward state. Mr. Hocheder names the 1st of January for starting. We have four days' holidays coming upon us.

Morro Velho, Jan. 2.—The mine goes on much as usual, except that we have not been able to sink so well, or break stone in any quantity, in consequence of the uninterrupted occupation of the carpenters and smiths on the Warre stamps and bonds during the last three weeks. The winze is now short of pumps, barrows, boyles, and mallets. The produce is, notwithstanding, very fair, being about eight ozs. daily. The holidays (over yesterday) have thrown us out a great deal. On Monday we make a fair start again, and if the supply of hard stone be raised this month, as stated in Mr. Crickett's memorandum, I expect this will be the best month's produce we have had yet. The last day in the old year will, I sincerely hope, make an epoch in the history of Morro Velho. Mr. Hocheder's stamps and bowls went to work on that day. Excepting that the small haulers for leading the stuff from the grates to the bowls have not enough flat, every thing appears to work well, both stamps and bowls. I expect the little alteration will be completed to-day, and the bowls go regularly to work this evening. Of course you must not expect any decided result for one month. In the first instance the mercury is not saturated, and this operation requires some days. So soon as a result is obtained, I will confirm it, or check it, by operating on the same quality of stone in the Lucia stamps. Mr. S. N. Hocheder is very anxious. I think the process will succeed.

Jan. 4.—The bowls have been working continually since the 3rd at 4 p.m. without once stopping. It appears to have required the constant attendance of either Mr. Hocheder or Hansberger, to prevent the bowls from clogging, so much so that Mr. Hocheder seems to think the process is not going on with profit (his own words); and he suggests the application of larger bowls, two feet in diameter in the bottom, and expresses himself confident they will succeed. These shall be made as soon as the new carpenters arrive. It is too soon to arrive at any conclusion on the subject, but my full impression is, that the process will ultimately succeed, in as far as that the stuff will be made to pass freely through the bowls, and that more gold will be obtained from a given quantity of stuff, and in a given time. Mr. Hocheder appears to find the ore much heavier than he anticipated, and the stone he is now stamping (from the Cachocera) is not our heaviest and richest stone. The produce of last month is not bad, being 2,223 ozs. 92 grains.

C. HERRING.

MEXICAN MINING COMPANY.

Yavusa, Jan. 30, 1895.—I beg reference to my respects of the 16th inst., of which I enclosed the duplicate; and I beg to add some information, which shall conclude the one contained in the above letter. I stated that I had transmitted to Mexico the full particulars about the conduct of the Governor of Oaxaca, in directing an extraordinary visit to your mines, in order to get a legal opinion upon such case; but up to this moment no reply has come from thence. I likewise told the board that this year, for the first time, the agents of the English Companies have been summoned to attend the election of mining deputies, and which was to have taken place on the 19th and 20th inst. I attended such election, but in consequence of a law for a general Congress of the 20th of May, 1895, which I edited, and many other objections, all tending to prove the nullity of such elections; to which attention has been paid with very bad grace; yet the conclusion has been, that on consulting the Regent of the Court of Justice; the Governor has thought proper to suspend the elections, and to consult with the Government of Mexico. The only mines which have been visited, are those of San Antonio, Soledad, and Parisma, and now I suppose their visit will be at an end. As I told you in my last, before leaving, if my successors agree, I shall give up San Antonio and N. S. del Rosario to their owners. Mr. Kurta's occupations have not permitted him yet to draw up his last quarterly report.

Since my last, the following tortas have been washed in Yavusa tortas:

No. 9, from San Emigdio, yielding in mks. 124 0 P. I. Rosaes. " 11 and 12, from Parisma, " " 329 3
In San Jose tortas, No. 12, from San Isabel, " " 62 2
" 13, from San Emigdio, " " 176 4

And the following silver has been sold and delivered since my last:—Six ingots mks. 85 23, to Messrs. T. Sadler and Co., at \$7 4 sr., \$7 14 gold, \$696 2 8; one lump mks. 4 13, to Messrs. Goyerts and Co., at \$7 4 sr., \$14 4 gold, 245 6 0; eight ingots mks. 102 34, to Messrs. Goyerts and Co., at \$7 4 sr., \$14 gold, \$809 3 3; eight ingots mks. 101 4, to Messrs. T. Sadler and Co., at \$7 4 sr., \$802 4 3; twenty-six ingots mks. 320 34, to Messrs. Coteaworth, Smith, and Co., at 2,674 7 6.—AMB. OSICER.

[We have inserted the latest advices, being compelled to defer those under date 16th January until next week.]

MOCANAS AND COCARR MINING ASSOCIATION.

It is with feelings of deep regret that I have to announce the destruction of the south end of the dam at the Piza grande, on the 14th inst., which was occasioned by the decomposition of the rock on which that end was founded. This rock is liasolimit, and when in a decomposed state, is similar to quicksand. Measurements for different sections of the Corrego have been taken, in order to ascertain the most eligible spot for a new dam, the site of the old one being pronounced, in a letter signed by all the agents dated to-day, to be unfit for any new erection, on account of the very soft and loose nature of its foundation. We are now putting up houses (ranchos) for the workmen, and are making experiments to ascertain the firmest bottom, before we lay the foundation of our new work; this is absolutely necessary, and until it be properly ascertained, I cannot give an estimate of the time it will require to complete the dam. It will be necessary, after the spot is selected for it, that seventy negroes and fifteen Englishmen should be employed there; with this force I think the dam may be raised sufficiently high to collect water enough before the end of the rainy season, to carry us through the dry one without any inconvenience to the mine. Our new adit for Mac Donnell's shaft will considerably assist us in this time, and I am not aware that any other place will require any extra water.

The new adit mentioned in my last report has been commenced in four different places, and I anticipate making a rapid progress in driving it; the whole length is about 193 fathoms, and its depth will be twenty fathoms under the present adit, or thirty-five fathoms from the surface, and, according to the present state of the ground in the different points we have commenced at, about two months will complete it. This adit, with the assistance of the present water, will enable us to explore the lode and veins in this part of the mine at a considerable depth under any of the old workings known to us. It was my intention to have sent a plan and section of the adit by this post, but the unfortunate accident at the Piza grande, on Monday last, has taken up nearly all of our time and attention since that period; it shall, however, go by the next post.

At the Bandeira mine the ground is considerably altered for the better, and I hope, by the beginning of next week, we shall hole to the sink spoken of in the last report, and let off the water, when we shall be able to thoroughly examine the deepest part of these old workings.

At Mac Donnell's shaft, during the last ten days the water in the bottom, occasioned by the late heavy rains, has been a great impediment to our sinking; we are, however, using every exertion in our power to expedite this work.

At Halfield's fifty fathom level, I am sorry to say, we have not yet made any

CARN BREA.

(Continued from No. 23.)

We behold the ancient Cornish, as if suddenly roused from some pleasing dream, awake to the awful realities of their desperate condition; and "one and all" unite to repel the invading foe. They meet the enemy at every advantageous position, at hill and dale, at wood and moor, at cliff and carn, and heroically dispute their progress. For a time they are successful, circumstances speak in their favour, and they are allowed to prepare for a second attack. This respite is not allowed to pass unimproved—every favourable position is fortified with skill, and is sure of being defended with resolution. Their formidable enemies return, flushed with recent victories, but the conquest of the Cornish districts is purchased with Saxon blood, and our ancestors, though defeated, are by no means destitute of military renown. But long, and numerous, and sanguinary contests thin the Cornish ranks, and they have no reserves; while the Saxons appear, phoenix-like, to be rising out of their own ashes, and overpowering their handful of heroic opponents, they vainly imagine that Cornubia is theirs by right of conquest. But our ancestors only waited some favourable circumstance to assert and endeavour to regain their independence; and, fancying themselves again in possession of ways and means sufficient to obtain the natural rights of their wanted freedom, they again buckle on their armour. By desperate efforts their object appears even within their grasp, when they are suddenly deprived of it, by the treacherous rapacity of their Danish allies. Under the Saxon dominion we look for the arts and sciences, and the laws and language introduced under the auspices of the Romans, but they are either retired with their accomplished masters, or extirpated by their barbarous successors. We look for those noble productions of art, so carefully raised by Roman hands, but, with few exceptions, they lie buried beneath the rubbish of Saxon barbarity. We look for the green pasturage and prolific corn-fields brought under cultivation by that extraordinary people; but they are trodden under foot by predatory stranger hordes, whose savage dispositions render them altogether incapable of appreciating their worth. We look for their once happy possessors, but their unshrouded and unconfined corpses are huddled promiscuously beneath the blood-stained sod. We look for the Christian worshippers, who were wont to unite in praise and prayer on the summit of Carn Brea, but they are away; and we turn with abhorrence from the savage idolaters who practice their superstitious rites on the sacred tor. Jealous for the honour of that faith which we profess, and grieved for the desecration of the Carn which from infancy we have been taught to venerate, we rejoice to see it so speedily rid of these Saxon abominations, and again resounding with songs of praise, to Him who alone is worthy to receive the adoration of all rational creatures both now and ever.

This much for the state of Britain in general, and of Cornwall and Carn Brea in particular, under the dominion of a people, in whose hands conquest was indeed a curse; a people who hated the heroism of their opponents, disdained the faith of treaties, and violated the most sacred obligations; whose barbarous policy induced them to trample on the civil polity, the official forms, the graduated ranks, and even the domestic rights of society, as introduced by the polished Italians, and to govern their conquest by a system of jurisprudence, which had been coarsely framed for the barbarous hordes of Germany; whose imperfect annals treat almost exclusively of treachery, discord, and blood; whose battlefields may still be traced in almost every district of our island, and against whom the ancient Cornish, aided by the advantages of Cornish ground generally, and of Carn Brea and other native hills in particular, waged a comparatively successful war, for ages after they had subdued the internal parts of the kingdom.

(To be continued.)

Table with 2 columns: LIABILITIES and ASSETS. Includes items like Circulation, Deposits, Securities, and Bullion.

FROM THE LONDON GAZETTE, Tuesday, March 15.

PARTNERSHIPS DISSOLVED. H. S. Reeve and E. Featon, High-street, Southwark, linen-drappers—J. Logan and R. Hyslop, Liverpool, shipbrokers—J. Cloke and J. C. Yole, Stonehouse, Devonshire, coal-merchants—T. Fleming and W. Fleming, Manchester—W. J. Buchanan and W. Atfield, Great Russell-street, Covent-garden, seedsmen—T. Bryan and W. Colleson, Leicester, woodstaplers—J. Townsend and E. Gregory, Ashton-under-Lyne, plumbers—W. Shepherd and A. Tirrell, Edmonston, waterproof manufacturers—J. Rogers and G. Wybro, Upper Marylebone-street, linen-drappers—A. Thwaites and J. Pace, Reading, linen-drappers—J. Barber, G. Cattle, and W. North, York, goldsmiths; so far as relates to G. Cattle—P. Marshall and A. Angus—W. Hood, sen., and T. Hood, sen., Nuneston, Warwickshire, felt-mongers—W. Watson and E. Watson, York, corn-merchants—G. Gates and T. Line, Passenham, Northamptonshire, millers—R. Martin and W. Gibbins, Pedlar's-acre, Lambeth, coal-merchants—W. H. Stacey and J. Stacey, Redruth, Cornwall, wine-merchants—T. Hoff Augustus Ward, Birkenhead, cotton-spinners, Laneshire, cotton-spinners—J. Mielstone and C. Stirling, Broad-street, Cheapside, Scotch and Manchester warehousemen—W. Dunkin and J. Smith, Canterbury, linen-drappers—T. Finest and R. L. Warren, Devonport, mercers—W. Jenkins and W. Broady, Barge-yard, Bucklersbury, shipping agents—T. B. Judd and E. H. S. Wilkinson, Bath, livery-stable-keepers—J. Philip, T. Molyneux, W. Rickerby, W. Bryant, and J. Bryant, Falmouth, newspaper-proprietors—R. Whitley and R. Osborne, Fulham, nurserymen.

BANKRUPTCY SUPPLEMENTS.

Benjamin Marten, Chilham, Kent, dealer. John Rickman, York-mews, Baker-street, livery-stable-keeper. Simon Jacobs, Manchester, merchant, to surrender March 22, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Knight, Tottenham-yard; official assignee, Mr. Graham, Copthall-buildings. James and Sen, Mark lane; official assignee, Mr. Pennell. Robert John Ayres, Chiswell-street, Fishbury, butcher, March 25, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Burrell and Wells, White Hart-court, Lombard-street; official assignee, Mr. Cannan, Sanbrook-court, Basinghall-street. David Wright, Lower Thames-street, and of St. Katharine's, ship-agent, March 22, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Jones and Sen, Mark lane; official assignee, Mr. Pennell. Thomas Kipping, Tonbridge, Kent, coal-dealer, March 21, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. King, Gray's-inn-square; official assignee, Mr. Belcher. William Williams and Thomas Hill, Bow Church-yard, Islen-factors, March 28, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Turner and Hensman, Basing-lane, Broad-street; official assignee, Mr. Goldsmid, Ironmonger-lane. Henry Tindall, Hastings, brewer, March 28, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Green and Fommerat, Angel-court, Throgmorton-street; official assignee, Mr. Johnson, Basinghall-street. John Worrall, Ratcliff-highway, eating-house-keeper, March 25, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Hudson, Bucklersbury; official assignee, Mr. Goldsmid, Basinghall-street. John Chapman, Blackfriars-road, dealer in glass, March 19, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Hodgson, Broad-street-buildings; official assignee, Mr. Johnson, Basinghall-street. John Lowe, Union-street, Southwark, hat-manufacturer, March 24, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Hooker, Bartlett's-buildings, Holborn; official assignee, Mr. Gibson, Basinghall-street. John Theodore Herken, Bouverie-street, Fleet-street, furrier, March 24, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitors, Messrs. Dawes and Chatfield, Angel-court, Throgmorton-street; official assignee, Mr. Gibson, Basinghall-street. Thomas Davis, Lisson-grove, North, grocer, March 24, April 26, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Rossfield, Chatham-place, Blackfriars; official assignee, Mr. Green, Aldermanbury. Thomas Freer, Birmingham, drysalter, March 23, April 26, at the Court of Bankruptcy, Birmingham. Solicitors, Mr. Hodgson, Birmingham; Messrs. Blackstock, Bunce, and Vincent, King's Bench-walk, Temple; and Mr. Roupell, Broad-street, Cheapside. Samuel Smith and John Smith, Nottingham, brickmakers, March 29, April 26, at the Swan Inn, Nottingham. Solicitors, Messrs. Parsons and Sons, Nottingham, and Mr. Yallop, Basinghall-street. Samuel Thompson, Darlington, Durham, clockmaker, April 12, 26, at the house of Mr. John Brodie, innkeeper, Darlington. Solicitors, Messrs. Mewburn and Coates, Darlington, and Mr. Wright, Golden-square.

DIVIDENDS.

April 6, W. Lewis, Liverpool, merchant—April 6, T. Busby, Sittingbourne, Kent, grocer—April 6, F. Blyth, Tokeshouse-yard, agent—April 6, J. Bos. Bell-past, Bookers'-company, bill-broker—April 6, R. Binger, Hindal, Shropshire, innkeeper—April 6, W. Carr, Hexham, Northumberland, banker—April 6, O. Huxley, Basted, Essex, scrivener—April 15, J. Nokes, Hinckley, Leicestershire, hosier—April 19, W. Smith, Selby, Yorkshire, warehouseman—April 11, J. Sheldon, Walsall, Staffordshire, maltster—April 22, J. Pownall, Manchester, innkeeper—April 6, R. Radcliffe, and G. Edwards, Salford, Lancashire, wine-merchants—April 9, S. Leary, Bristol, brewer—April 8, T. Mullins, Brigwater, scrivener. CERTIFICATES to be granted, unless cause be shown to the contrary on or before April 8. P. Cutler, sen., Ewell, Surrey, miller—T. Woodward, Fenchilly, tea-dealer—E. Rattenbury, East-lane, Bermondsey, shipwright—T. Ainsworth, Liverpool, victualler.

iron more granulated than we find in the jacotings of Gongo Coacas and Buneta: it resembles next the rich jacotings of Borazal and Stabira de Matto Dentro, but the gold occurs similar to Gongo, and in other jacotings formations, in layers of the gold so improperly termed veins. The jacotings, a bed of Candonga, has a considerable extent in width, and particularly in its course; the position is most favourable for every mining operation, being situated on a high mounting, the Svira di Candonga. I had the opportunity of seeing the former manager of Candonga mine (a very intelligent Cornish miner), who stated to me there would be little required to cut at once the rich vein from which they extracted the most of the produce: it was almost heaved out of its former position by a kind of "slide" veins of lithomarge, which intersect the jacotings bed. There is no want of timber for every purpose of mining operations, but a great scarcity of water exists in the mine; and I believe there is no possibility of bringing a sufficient quantity home, which I understand was the principal or only reason that the workings had been discontinued by the former owners. This inconvenience may however be remedied by conveying the ore at some distance (about half a league), where stamp can be erected for the reduction: no expensive machinery will be required at this mine. This, and the low market of food for the animals and blacks, the mine being surrounded by agriculture estates, will compensate amply for any increased expenses on conveyances, &c. &c. Should there be any thing in these remarks requiring further explanations, I shall be happy to perform them.

With reference to that part of the preceding letter which related to a scarcity of water, it is thought proper to give the following extract from the report of Captain Dalley, whose attention was repeatedly called to that particular circumstance:—

"I think the stamps ought to be placed 150 fathoms below the mouth of the proposed adit here: the junction on two streams, in addition to the one already passing through their canals, might be brought about.

"As the works of the mine advance, additional stamps will of course be required: these may be erected one after the other down the congo, opposite the village, there being sufficient fall, or leats might be brought along the side of the hill, and three or four sets built.

"Tramroad, which I have spoken of, may be continued down to any desirable point. The water is amply sufficient for a light six-hundred stamps at any season of the year: in the rainy weather there is abundance. If at any time heavier stamps should be desired, I have no doubt that a sufficient stream might be brought home to the level of the village; from which, for 150 fathoms down the bottom, an immense fall of sixty or eighty feet may be obtained, and a heavy ten-head engine erected; and still lower down the stream a hammer mill and furnace may be taken advantage of, as there is water, wood, and iron in abundance.

We must defer until next week further extracts.

PROCEEDINGS OF SCIENTIFIC MEETINGS. INSTITUTION OF CIVIL ENGINEERS.

This institution held its weekly meeting on Tuesday week; James Walker, Esq., president, in the chair. The business commenced by the exhibition of a model of a continuous base for a railway, accompanied by a drawing, and an explanatory letter from the inventor, Mr. John Day, of Peckham. The base for each rail, consists of a series of L-shaped metal plates, to be embedded in the ground two by two, having a side of the one parallel to the corresponding side of the other, with a small space between, so as to form an uninterrupted base for each rail: the opposite bases to be connected, at intervals, by strong bars. By this construction it is proposed to obtain several advantages, particularly the preventing of all lateral deflections. Mr. Day's letter stated that deflection is, at present, guarded against by the use of heavy stone blocks, the usual size of which is four cubic feet, and the weight about a quarter of a ton: that limestone, being particularly heavy, is preferred; and purchased, at a high price, on this account, for the London and Birmingham Railway: that a metal base, of the proposed description, equal in length to the distance between two blocks, would not weigh more than two and a half cwt. Mr. Price said he was afraid the metal base would not answer as a substitute for stone blocks; he had himself tried, on a railway in Wales, a plan very much resembling it, which had totally failed: he had laid the rails on stone blocks, and connected them firmly, by cross bars of metal, but deflection had taken place; and he had been obliged to take up the rails, and re-lay them. Mr. Price also said, that as every railway must, necessarily, pass through great varieties of soil, he was afraid the proposed bases would in some places sink, and present an uneven surface.

Mr. Donkey thought that the connecting of the rails by cross bars would prevent lateral deflection: he also observed that provision ought to be made somewhere in the rails, the bedding of them, or in the wheels of the carriages themselves, for elasticity; that in America the rails are, in some places, laid upon wood, which is found advantageous; but it is objected, that it does not afford sufficient elasticity. Mr. Donkey added, that Mr. Bergin, engineer to the Dublin and Kingstown Railway, had lately told him that he intended to propose the adoption of something of the sort on that line.

The president said that felt had been used, and found to answer the purpose; it had been applied to the Leeds and Selby Railway, and both produced elasticity, and acted as a stopper against wet.

Mr. Whitwell said that felt is used on the London and Birmingham line. A letter was then produced by the secretary from Mr. Field; and Mr. Donkey, at the request of the president, explained, that it referred to Mr. Taylor's experiment, mentioned by Mr. Field at the previous meeting: the object of the experiment was to ascertain whether the pressure of steam could be maintained, if its communication with the boiler were cut off. Mr. Taylor, to prove the fact, had enclosed one cylinder within another, in such a manner, that he could admit steam into both, and could shut off the steam at pleasure from the inner. The cylinders were first exhausted by an air-pump; steam was then admitted, at a pressure of 40lb. to the square inch; the steam was then shut off from the inner cylinder, and in the first ten seconds the mercury in a gauge, fixed in the inner cylinder, sunk from 81 degrees to 77; and at intervals of ten seconds, fell successively to 74, 72, 71, 70, 69, 68, 67, 66, &c.; and in 100 seconds had sunk to 64; though the temperature in the outer cylinder was kept up to its original height, that the condensed steam in the outer cylinder was carried off by a tube. Mr. Donkey said, that if the temperature had been maintained in the inner tube, the pressure must have continued undiminished; but he thought the condensed steam in the outer cylinder, would operate on the surface of the inner cylinder, and reduce its temperature; which would, of course, reduce the temperature of the steam contained in it.

Mr. Hawkins said, a current of steam ought to have been kept up through the outer cylinder; while another Member observed that the cylinder containing the steam ought to have been immersed in the boiler.

A paper was then read from Mr. Perkins, in which he said that had he not been prevented, by illness, he would have attended the meeting, and refuted the assertion of Mr. Donkey, that "steam is not a permanently elastic fluid": that he, Mr. Perkins, believes it may, for all practical purposes, be considered permanently elastic; that heat of expansion need not be supplied; that there is a loss from radiation, but it is very trifling: that Mr. Watt himself was aware of the principle of expansion, as was proved by his mentioning it in his patent, though he did not use greater pressure than four, or two lb. to the inch. That it had been said Mr. Perkins's engine did not perform much work, but it was no part of the experiment to show the quantity of water raised: that the proportion between the large Cornwall engine and his was as 136 to 1; that a small engine does not work as profitably as a large one: that the Cornwall engines have several advantages, in the length of the stroke, dispensing with the fly-wheel, in the size of the piston, &c.; that the average work of a London engine is about thirty-three millions lbs., raised with one bushel of coals; but when Austins's raised 125 millions, a 300-horse-engine was only doing the work of a 60 horse: that he thought high-pressure engines could be advantageously used in navigation; that he had made an experiment to show that steam is permanently elastic; he had fixed a loaded lever to act, by friction, on the fly-wheel of an engine, and shut off the steam at a quarter; he had then let the same steam act on a piston, eight times the area of that used for the first stroke, and found that it required just double the weight on the lever to stop the motion of the fly-wheel. The paper concluded with expressing a hope that expansive engines would soon be generally adopted.

Mr. Donkey said, he did not deny the advantages of working engines expansively, but denied the truth of Mr. Perkins's statement, that steam is permanently elastic, and also the validity of Mr. Perkins's proof of the principle given by Mr. Perkins at the previous meeting.

STEAM.—Strange that there should slumber in yonder tranquil pond a power so tremendous, that, could we condense and direct its energies, it might cleave the solid earth in twain, and yet so gentle, that it may be governed and applied, and set to perform its stupendous miracles by a child! The discovery that water would resist being boiled above 212 degrees, has conferred upon England its manufacturing supremacy, and will eventually produce changes, both moral and physical, of which it is difficult to limit the extent. One bushel of coal, properly consumed, will raise 70,000,000 pounds weight a foot high. The Menai bridge, weighing 4,000,000 pounds, suspended at a medium height of 120 feet, might have been raised where it is by seven bushels of coals. M. Dupin estimates the steam-engines of England to possess a moving power equivalent to that of 6,400,000 men at the windlass. And this stupendous agent is at present only in its infancy.—The Tin Transport.

discovery; the water in this shaft is also becoming very troublesome to us, and, I fear, if the rain continue to fall so heavily much longer, we shall be obliged to suspend our operations here for a short time.

At Antonio Dias and Manoel Felix there is no material alteration since last report; samples from each of these places have been taken daily, but without any improvement. In Waller's cross-cut the ground is a little improved since last report. In the ground at the shallow adit we are still without alteration. The six boys employed in this place still continue to give us great satisfaction with their labour. In the ground of the deep adit there is no alteration. The late heavy rains have been, and continue to be, a great impediment to all our surface works, consequently very little has been done towards the large engine for MacDonnell's shaft; this work shall be forwarded with all convenient speed; but I beg to acquaint you that, on the completion of the new adit bringing into MacDonnell's shaft, we shall be rendered independent of this engine for a considerable time, unless the water becomes more plentiful than any of us at this moment anticipate. The produce of gold for the last ten days is, viz—

Table with 2 columns: oz. dwt. grs. From the stamps, For the last twenty days, from Halfield's canas.

At the Priza grande we have been clearing away ground, and using other means to ascertain the most proper place for the new dam. Several experiments have been made in different parts to find a firm foundation for the work, but up to this time we have not succeeded, and, consequently, have not yet determined where to commence building. This preparatory work is essentially necessary, and firm ground should be obtained, if possible, as the evil effects of a loose foundation are now before our eyes.

Accommodation for the requisite number of blacks and Englishmen is now ready, also a rancho for one of the underground agents, who has been stationed there to superintend the work. A crane and other machinery for lifting large stones are in preparation, which will greatly facilitate the work.

As was anticipated in the last report, we have been obliged to suspend operations at Halfield's, on account of the immense quantity of water falling through the shaft, occasioned by the continued heavy rains; this also has greatly increased the water in MacDonnell's shaft; so much so, that the pumps were unable to keep it under: we have therefore been obliged to take out the six inch working barrels, and to put in eight inch instead; in consequence of which an extra balance bob to the wheel became necessary: the whole of this work has been completed, and the engine working, but the water is not yet out.

At the Baniliera we have drained the sink of water and cleared out the old workings, from whence samples from all the different parts have been taken; the whole of which, although poor, contain a little gold. We are now fixing canas and skia ladders for washing the stuff: we are also exploring a part of the lode we have already gone through corner of section 45 (large plan), agreeable to our intention in report No. 21: the samples from the lode in this place have been tolerably promising, but not rich; the stuff, however, by being passed through the canas, we expect will yield a little gold.

In Antonio Dias and Manoel Felix the lode is still very poor; we continue to explore the whole or virgin ground to the west of Morgana's shaft, but we have not yet made any discovery in it: the jacotings risen from these places has been stamped, but the produce from it is very little. The ground in the deep and shallow adit is still without alteration.

The iron quick and brass twelve-inch working barrels have arrived at the mines in good condition; and we consider them well manufactured, and the sizes agreeable to what we requested. The produce of gold, since last reported, is,

Table with 2 columns: oz. dwt. grs. From the stamps, From Halfield's canas.

COLOMBIAN MINING ASSOCIATION. Pamplona District.—From the Superintendent, La Baha, November 19, 1835.

Mines.—Santa Catalina, Wills' End.—I am happy to say that the lode continues improving: we have had a large "vug," or crevice, upwards of six feet long; it holds above the back, and also in the bottom. Captain Patten has put a stick down in it some four feet without finding bottom, and since some deads have fallen into it: there is lode on both sides of this vug. A separate branch of bleeds, about two or three inches wide, has also come in from the north, about a foot asunder from the "vug" branch, which may be said to be six inches wide: there is still a large piece of lode to be taken down.

Deep Adit.—You will perceive by the accounts that this adit has advanced upwards of nine fathoms during the last three months: the ground still continues fair.

San Antonio.—The lode in the sink is rather improved; the lode, however, is only in spots: a stone or two containing visible gold has been broken within the last few days.

Angostura Deep Adit.—We have cut a small branch here running in the same direction as Angostura lode, and are pursuing it towards the sink: if this is the lode, it is at present quite insignificant. We are stopping the backs west; the lode is about two feet wide, and gives per assay, on an average, one ounce per ton of gold.

My returns have been thrown back owing to the roasting-furnace having been obliged to be taken down and rebuilt; it is only just completed, and will go to work again next week.

As the silver and gold on hand scarcely amounts to \$1,000, I shall detain them till the middle of next month to make up the promised amount of \$9,000.

PROCEEDINGS OF PUBLIC COMPANIES. CANDONGA MINING COMPANY.

At the meeting of proprietors held on the 30th of January, the following report was presented; the insertion of which, from press of matter, has hitherto been delayed:—

At this the first general meeting of the shareholders of the Candonga Mining Association, called in conformity with the terms of the prospectus under which the company was formed, the directors, although not in a condition to announce any profitable results from mining operations, have the satisfaction to state that the agreements for the purchase of the mines and estates at Candonga have been carried into full effect; and that the company are now, by their officers, in legal possession and actual occupation of the same. The original deeds of transfer and conveyance are lodged in the proper office in Brazil: the authenticated copies, which are the evidence of title, are expected here by the next packet.

The following is a summary of the operations of the company since its establishment:—

On the 11th of April the superintendent, Dr. Goodridge, sailed from Falmouth in the Skylark packet, accompanied by a party consisting of a clerk, three carpenters, two smiths, one miner, and one watchman. On the 9th of May, Captain Dalley, the chief miner, with the second miner, the surgeon, one blacksmith, and sixteen miners, left Falmouth in the Lord Melville packet. Dr. Goodridge, with his party, arrived at Rio de Janeiro on the 30th of May, and immediately took steps for completing the purchase and obtaining possession of the property; and on the 24th of August he wrote to say that this was fully effected. By this time Captain Dalley and his whole party had arrived at Candonga; and, as a work of the first necessity, particularly as the rainy season was approaching, all hands were employed in clearing away the brushwood, and setting the neglected houses in a fit state for habitation. This being effected to a considerable extent, Captain Dalley was enabled, on the 12th of October, to commence mining operations with a party of his force by opening the mouth of the Mina de Pedra, and securing the perpendicular shaft which communicates with it; but as his latest communication is only eight days later, he could not, of course, have made any progress upon which to found a report calculated to realize the expectations held out in Dr. Goodridge's letter of the 12th of October; in which he says, "on the next occasion of my addressing you I hope to be able to send you a detailed account of your proceedings, and such information regarding your estate as shall prove gratifying to the general meeting."

The following extracts from letters read at the general meeting on the 30th of January, 1836, were, by a resolution of the meeting, ordered to be inscribed for the information of the shareholders.—2, Cecil-street, Strand, November 23rd, 1835.

I have received your letter of to-day, requesting me for some information of my visit to Candonga.

The favourable opinions pronounced in some of the works of Eschwege, Poles, Martius, and Sprax, &c., scientific travellers in Brazil, induced me a long time since to entertain a wish that some mining company might settle in that metalliferous country, "Cerro de Trio and its environs;" and upon my arrival at Candonga, I was much pleased on hearing that a company was to be established, and which had selected the abandoned mines of Candonga for their enterprise.

My own observations on the spot were, however, chiefly to the geology of that formation; the principal mining works have been fallen in, and consequently the auriferous veins or layers of the bed inaccessible. I observed the refuse of the former owners, being at the mouth of the respective levels and shafts, was, as such, very rich indeed; containing coarse grains of gold, which circumstance would indicate not only the prodigal manner in which the people have been working that mine, but at the same time that considerable riches must be embedded in that formation which belongs to Eschwege's "Juncos schistus, commonly termed in Brazil jacotings. There is a good deal of disintegrated quartz combined with the schistus and the oxidated

Friday, March 18.

PARTNERSHIPS DISSOLVED.

G. Clarke and J. Deacon, Nottingham, pork-butchers. T. Lane and W. Evans, Grocers, turners. W. Asher and B. Urthank, Gt. George-street, spirit-merchants. S. Knapp and D. G. Barnes, Coventry, gists. W. M'Clure and H. M'Clure, Manchester, Russian-manufacturers. G. W. Abbott and W. Beckett, St. James's-street, attorneys. J. Bond and R. Nicholson, Basinghall-street. W. Donald and J. Studdart, Manchester, linen-druggets. C. Jackson, T. Ashton and R. Ashford, Manchester, small manufacturers. J. Gibby and F. Moore, Jun., Ashford-cumt, Fenchurch-street, East India-brokers. R. King and J. Roots, Marybone-lane, paviours. R. Skerr and T. Abraham, St. Martin's-place, surgeons. T. Clay and G. Clay, Huddersfield, corn-millers. S. Fawcett and S. Wood, Stokes, stone-masons. W. Haughton, R. Roberts, A. Edwards, R. Jones, and J. Peck, Birmingham, linen-druggets. G. Ashworth and J. Lindley, Crumpled, Lancashire, builders. S. Bradley and J. E. Flint, Russia-brokers.

INSOLVENT.

March 17. George Fowler, Grosvenor-place, Commercial-road, rope-maker. BANKRUPTCY SUPERSEDED. Henry Pearce, Birmingham, victualler.

BANKRUPTS.

John Heasman, Union-street, Southwark, oilman, to surrender March 29, at the Bankruptcy Court. Solicitor, Mr. Soames, Great Winchester-street; Official assignee, Mr. Clark, St. Swinton's-lane. James Hoops, Cannon-street, City, wine-merchant, March 29, April 29, at the Bankruptcy Court. Solicitors, Messrs. Randall and Stables, Walbrook-buildings; Official assignee, Mr. Tarquand, Cophthall-buildings. William Gilliam, Hilliam, Yorkshire, butcher, March 29, April 29, at the Court-house, Leeds. Solicitor, Mr. Overton, York. Thomas Upton, Birmingham, hatter, March 24, April 29, at the New Royal Hotel, Birmingham. Solicitors, Mr. Harrison, Birmingham, and Messrs. Norton and Chaplin, Gray's Inn. Henry Makepeace, jun., Bristol, coachmaker, April 2, 29, at the Commercial Rooms, Bristol. Solicitors, Mr. Leman, Bristol, and Messrs. Bower and Vizard, Lincoln's Inn-fields. William Mackintosh, Liverpool, victualler, March 29, April 29, at the Clarendon Rooms, Liverpool. Solicitors, Mr. Booker, Liverpool, and Messrs. Holme, Frampton, and Loftus, New Inn. Ezekiah Norfolk, Manchester, brewer, March 31, April 29, at the Commissioners' Rooms, Manchester. Solicitors, Messrs. Clay and Thompson, Manchester, and Messrs. Adlington, Gregory, Faulkner, and Follett, Bedford-row. Benjamin Belwell, Bradford, Wilshire, carrier, March 30, April 29, at the Castle and Ball Inn, Bath. Solicitors, Mr. Stone, Bradford, and Messrs. Dax and Bickell, Lincoln's Inn-fields.

DIVIDENDS.

April 11, W. W. Pierce, Northampton, cabinet-maker. April 11, W. Last, Munster-street, Regent's-park, coal-merchant. April 8, B. B. Bender, South-street, Grosvenor-square, wine-merchant. April 8, T. Bradshaw, Mincing-lane, wine-merchant. April 26, T. Want, Barbican, builder. April 14, T. Savage, sen., Red-Lion-street, Clerkenwell, watchmaker. April 14, J. Poffeman, High Holborn, licensed victualler. April 14, J. Dubois, Brown's-lane, silk-manufacturer. April 14, J. Nevin, Seven Oaks, ironmonger. April 15, J. P. Neale, Bennett-street, Blackfriars-road, bookseller. April 29, T. Wron, Holborn-wood, Lancashire, cotton-spinner. April 15, J. Trevelhan, Bury St. Edmunds, carpenter. April 28, R. Kiln, by Donhead St. Andrew, victualler. April 8, W. Bishop, Chesham, mercer. April 8, J. Perowne, Dickerbridge, Norfolk, grocer. April 15, W. Carr, New Maltton, Yorkshire, linen-draper. April 8, J. Colbourne, Sturminster Newton Castle, Dorsetshire, merchant. April 9, J. Keyse, Aberystwyth, Monmouthshire, grocer. April 8, H. Downing, Smethwick, Staffordshire, iron-master.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before April 8.

J. H. Pisher, Trafalgar-square, Charing-cross, and Chester-street, Grosvenor-place, scrivener. W. Whiston, Birmingham, smelter. J. P. Harvey, Bury St. Edmunds, maltster. J. Baly, Howford-buildings, Fenchurch-street, wine-merchant. W. Edgson, Irchester, Northamptonshire, butcher. E. W. Falk, Vine-street, Misories, chocolate-manufacturer.

SCOTCH SEQUESTRATIONS.

Robert Brunton Evans, Edinburgh, saddler, March 22, April 6, at the Royal Exchange Coffee House, Edinburgh. Robert Allan and James Allan, Glasgow, merchants, March 21, April 4, at the Royal Exchange Sale Rooms, Glasgow.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for British Plantation Sugar has again been extremely flat all the week; the country business does not averaging 80 hds. daily, and those at a reduction on last week's rates of 6d. to 1s.—Greenada, with a good deal of colour, has been sold at 65s.; good Demerara 65s. 6d.; middling 62s. 6d.; low middling 61s. 6d.; the lowest point of the market for brown sugar is 50s.; the extreme for fine bright grocery 67s. to 68s.; the sales for the week are estimated at 1,300 hds. In consequence of the prevalence of contrary winds we have been totally without arrivals, but several vessels from the West Indies are off the coast.

Mauritius.—In the market for Mauritius but very little business has been done, either by private contract or public sale, and the prices have given way 6d. to 1s.; even at which decline there is very little inclination shown on the part of the grocers or refiners to purchase. The public sale of 2,267 bags on Tuesday, only a few lots were sold at the above decline; there were no arrivals this week.

Refined.—The market for refined goods still continues very languid, and the business done is very scanty. Goods for export and the home trade have been in little demand this week; prices have given way 1s. per cwt.; further sales of crushed sugar, manufactured at Amsterdam, have been made at 41s. to 41s. 6d., and at the former prices there are ready sellers for forward delivery; good brown lumps may be quoted at 80s. to 81s.; Prussian ditto 82s. to 84s.; patent ditto 80s. to 81s.; Hamburg loaves 87s. to 94s.; double refined 100s. to 105s.

COFFEES.—The market for British Plantation Coffees has again given way; at public sale 240 casks and 107 bags were offered, part of which only found buyers at a reduction of 3s. to 4s. per cwt.; very ordinary Seylon sold at 55s. 6d.; middling Jamaica 96s. to 103s.; at public sale 320 bags of Ceylon were sold at lower prices; good ordinary 55s. to 55s. 6d.; inferior 54s. 6d.; no public sales of foreign, and but little has been done privately.

TEAS.—A speculative demand for East India Company's teas has caused considerable advance in the fine Congous, composing the two sales—(taking quality for quality)—the East India Company's low Congous appear to have sold about 2d. per lb. and the finer kinds 4d. per lb. higher than similar quality in the free trade sales; we believe speculation to be the chief cause of this difference; the experience of last year might have suggested that the only effectual way to make the Company's teas attractive, is to be able to sell them as cheap as those which would have been imported and sold by the Company, had they continued to trade. Fokin Boheas have experienced an advance of 1d. per lb.; low Congous are 1d. to 1 1/2d. per lb. dearer; this improvement in price is not caused by deficiency of stock, but simply by the increased demand consequent upon the recent advances in fine Congous.

IRON.—The market for iron continues very quiet, and the business done this week has been trivial. For English tin plates there has been a very brisk trade. Swedish steel is rather cheaper.—The holders of Banca tin are demanding an advance of 2s. to 4s. Copper in steady request.

TALLOW.—The trade has purchased very freely on the spot of P. V. Candle, paying fully last Friday's rates. There is more doing for delivery, 4s. paid for October, November, and December.

LIVERPOOL, MARCH 16, 1836.

COTTON.—Last week the transactions in this article were limited; buyers expected a greater clearance, in consequence of the late extensive imports, than sellers were willing to make, and a decline of 4s. to 1s. was reluctantly and not generally submitted to. The sales amounted to 15,550 bales; 900 only on speculation. On Saturday a very animated demand sprung up, the sales of that day alone being nearly 10,000 bales. Business has since been extensive, the total sales since Friday being about 25,000 bales. The decline of last week is regained, and the market has a very firm appearance. We quote Fair Bowdels 109; Pernambuco 122; Egyptian 114; Surats 74; the present stock is 138,000; of which 90,000 are American, and 48,000 East India. The imports from the East Indies will now probably become extensive; while we may calculate on a good supply, coming in regularly from the United States, with such interruption only as may arise from contrary winds.

SALT TRADE.—The merchants have long complained of the griping monopoly existing in the East Indies, by which they are shut out from shipping salt into those dominions. A petition has left this town, praying Parliament and the Government to use their influence in getting the trade thrown open. The export of salt from Liverpool is about a thousand tons per day throughout the year. The East India market being available would be of great benefit to this place, as well as Gloucester. The salt consumed in India is made from the sea water, and is like what is called St. Ubes salt.

CLOVER SEED.—The whole of the recent imports came off yesterday at public auction; out of 328 hogheads and tierces, 43 only were sold, at a considerable reduction. The prime samples brought 61s. to 62s. 6d., and one at 64s. 6d.; but few new seed found few bidders at 59s. to 60s.; and some inferior would not move at 60s. It appears that there is no scarcity of English seed, the low price of which, and large supply of Foreign combined, have rendered the present season a very disastrous one to importers.

WHEAT.—Last week the sales were only 550 hogheads British Plantation, and nothing done in Mauritius; since then, although the demand is very good, the transactions have been limited, as our stock is now reduced within a very small compass. An advance of 6d. has been obtained on Muscovado, and East India is held at higher rates than last week. The arrivals from Demerara are numerous.

TALLOW.—The demand was good last week, and an advance of 3d. and 6d. occurred; the business of the last few days is very limited, and prices do not seem very firm.

OIL.—Pale Seal 40 per ton; Cod 42s.

CORN EXCHANGE, MARCH 18, 1836.

The supply of Grain in general this week has been unusually short, owing to the boisterous state of the weather, and the few supplies of Wheat which have come to hand since Monday have been taken off on full as good, or rather better terms.—Barley also meets a ready sale, and Beans and Peas are steady in value.—In the Oat trade there is little variation to notice; Monday's prices are, however, fully supported.

Table with columns for Wheat, Barley, Peas, Beans, Linseed, Ditto Cake, Rapeseed, Ditto Cake, Caraway Seed, Flour, Town made, Seconds.

SMITHFIELD, FRIDAY, MARCH 18.

The general appearance of business this morning is rather dull, and things scarcely fetch as good figures as on Monday. Beef is somewhat plentiful, but the best sorts are not to be bought much under 4s. 5d. Mutton also is not quite so dear, and Veal continues very slack.

To sink the calf—per 8lb.

Table with columns for Beef, Best Down & Polled Mutton, Head of Cattle this day, Head of Cattle on Monday, Newgate and Leadenhall.

METEOROLOGICAL JOURNAL, 1836.

Table with columns for Month, Day, Temperature, Wind, Rain, etc.

Prevailing winds S.W. and W. Generally cloudy; with frequent and heavy rain: hailstorms on the 11th and following day. Rain fallen, 1 inch, and 1 1/2 of an inch.

CHARLES HENRY ADAMS.

STEAM ENGINES.

AVERAGE QUANTITY OF WATER PER MINUTE DRAWN FROM THE MINES IN FEBRUARY.

Table with columns for Mines, Imp. Gallons, etc.

LADY-DAY COINAGE, 1836.

Table with columns for DEVON, MORWELLHAM, CALSTOCK, ST. AUSTRAL, TRURO, HELETON, HAYLE, PENZANCE, etc.

BLACK TIN.

Sampled March 11, and Sold the 15th inst. at Andrew's Hotel, Redruth, 1836.

Table with columns for Mines, Tons, Cwt, Price, Amount, etc.

White Tin per cwt. 51; Quantity of Black Tin, 142 tons, 15 cwt.; Total Amount, 8,698. 10s. 6d.

PURCHASES OF BLACK TIN AT REDRUTH.

Table with columns for Mines, Tons, Cwt, Price, Amount, etc.

PURCHASES OF COPPER ORES AT TRURO.

MARCH 16, 1836.

Table with columns for Purchasers, Mines, Tons, Cwt, Price, Amount, etc.

SALE OF COPPER ORE AT TRURO.

Sampled March 2, and sold at Pearce's Hotel, Truro, March 17, 1836.

Table with columns for Mines, Tons, Cwt, Price, Amount, etc.

TOTAL PRODUCE.

Average Standard, 1221. 3s.—Average Produce, 4.—Average Price, 71. 6d.—Quantity of Ore, 2,669.—Quantity of Fine Copper, 212 tons, 11 cwt.—Total Amount, 14,623. 11s. 6d.—Average Standard of last Sale, 1214. 13s.—Produce, 9.

Copper Ore for Sale next Thursday, at Pearce's Hotel, Truro. Mines and Parcels. Consolidated, 1,496.—Great St. George, 528.—Fowey Consols, 508.—East Crinnis, 231.—Wheal Reen, 48.—Wheal Toldy, 20.—Wheal Perran, 19.—Total, 21 cwt. 2,650.

Copper Ore for Sale Thursday week, at Serpell's, Pool. Mines and Parcels. East Wheel Croft, 865.—Dolcoath, 294.—United Hills, 395.—Fowey Consols, 223.—East Pool, 221.—Stray Park, 135.—Cook's Kitchen, 152.—South Wheel Bassett, 150.—Tincroft, 90.—Poulnoe, 54.—Penruthal, 25.—Wheal Ellen, 250.—Total, 3,003.

SALES OF COPPER ORES AT SWANSEA.

Sampled February 23, and sold at Swansea, March 10, 1836.

Table with columns for Mines, Tons, Cwt, Price, Amount, etc.

TOTAL PRODUCE.

Copper Ore for Sale, April 6, 1836. Mines. Allibee, 160.—ditto, 64.—ditto, 30.—ditto, 78.—ditto, 27.—ditto, 25. Chib, 100.—Glen, 77.—ditto, 63.—ditto, 42.—ditto, 10. Cobin, 110.—ditto, 140.—ditto, 50. Cobin, 95.—ditto, 71.—ditto, 21.—ditto, 17. Ballymoghil, 150.—ditto, 40.—Cronchane, 62.—Cronchane, 30.—ditto, 40.—Knockmahon, 40.—Ballygahan, 40.—Llanharry, 15.—ditto, 15. Total 1,590, 41 cwt.

